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SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

LAND PLANNING DIVISION

PLANNING AREA STUDIES

1955 - 1958

VOLUME I

Central Sunset – Community 12 – Planning Area 12.4
Crocker-Amazon – Community 10 – Planning Area 10.4
Dolores – Community 7 – Planning Area 7.2
Duboce – Community 6 – Planning Area 6.2
Eureka Valley – Community 7 – Planning Area 7.1
Geary-Hayes Valley – Community 5 – Planning Area 5.3
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Hunters Point – Community 9 – Planning Area 3
Junipero Serra – Community 11 – Planning Area 11.6
Lafayette Park – Community 5 – Planning Area 5.2
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McLaren Park-Portola – Community 9 – Planning Area 1
Marina-Cow Hollow – Community 3 – Planning Area 3.1
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SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

LAND PLANNING DIVISION

PLANNING AREA STUDIES

1955 - 1958

VOLUME II

North and South Excelsior – Community 10 – Planning Areas 10.2 and 10.3
North Cayuga – Community 10 – Planning Area 10.1
North Sunset – Community 12 – Planning Area 12.2
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West Portal-Forest Hill – Community 11 – Planning Area 11.1 (Cover Only)
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Planning Area Study

CENTRAL SUNSET

Community 12 - Planning Area 12.4

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EXISTING CONDITIONS

Terrain

The area lies over the central hump of the Sunset Community. It is highest in the vicinity of the reservoir and the High School (elev. 420'). From this point the land falls to the north, the south and to the west.

Character

A typical Sunset Community neighborhood consisting of small, tightly packed houses along straight, wide streets. The land fall in this area permits of more extensive views than elsewhere in this community.

The development dates largely from the 30's and the late 40's and is remarkably solid over the whole area.

Vacant land, at present, is available (or at least visible) only along Noriega Street and 19th Avenue.

Predominant Land Uses

Residential

With the exception of a few structures on Noriega and on 19th Avenue, the entire area is taken up by single family row dwellings. The exceptions consist of some two family flats and small apartment buildings.

Commercial

Commercial development is confined to two areas on Noriega Street and a number of uses along 19th Avenue. The larger shopping center is located, on Noriega between 19th and 27th Avenues although it is not solidly developed in all these blocks. A smaller, more compact center is located between 19th and 19th Avenues.

Other

A large reservoir occupies the center of the area, the north and northeastern sides of which are landscaped.

Sunset Boulevard parkway defines the western border of the area.

Population Characteristics

Total 1950 - 12,971

Census Tract - P-2 - 15,196 (includes the blocks between Santiago and Taraval)

(Non-White - 0.2%)

Schooling (persons 25 years and older)

	Census Tract	Comp.	City
8 years or less	21.2%	22.6%	24.4%
1-3 years H.S.	19.9	18.1	16.8
4 years H.S.	39.4	32.4	32.8
1-3 years college	12.6	13.1	19.3
4 years + college	9.2	12.6	9.7
Not reported	1.7		

Residence in 1949 (4 years and older in 1950)

Same as in 1950	87.7%	81.4%	[illegible]

Average Population per Household (Planning Area) [illegible]

Vacated Building Units [illegible]

Traffic Issues (Pedestrian [illegible] individuals) [illegible]

Age Distribution

0 - 4	8.6%	11.0%	[illegible]
5 - 14	17.3	13.6	[illegible]
15 - 19	4.7	4.3	[illegible]
20 - 24	4.3	5.1	[illegible]
25 - 34	13.8	13.9	[illegible]
35 - 44	20.8	17.9	[illegible]
45 - 64	27.3	25.8	25.7
65 +	6.4	7.8	9.5

Labor Force

6,708 or 56.7% of population 14 years and older. Women on labor force 29.1% or 31.0% of all women 14 years and older.

Housing Characteristics

Total D.U.'s (1950) - 4,303
Census Tract - 5,085

	Census Tract or P.A.	Comm.	City
Owner Occupancy (Planning Area)	91.5%	76.0%	35.6%
Distribution of Dwelling Types (Census Tract)			
Single Family	88.8%	75.4%	33.9%
1-2 Family Semi-detached	3.0	1.7	2.5
Two Family	5.6	14.7	14.9
3-4 Dwelling Units	0.9	4.1	11.6
5 + Dwelling Units	1.6	4.1	37.1
No private Bath or Dilapidated			
(Planning Area)	0.1%	0.7%	10.2%
Overcrowding (1.51+ persons per room)			
(Planning Area)	0.2%	-	-
Age of Structures (by year built)			
1940 or later	45.8%	43.3%	14.1%
1930 - 1939	33.8	23.6	10.0
1920 - 1929	19.8	22.4	25.9
1919 or earlier	0.6	10.7	50.0

Maintenance

Maintenance in the area is generally good but rather spotty. Typical problem is lack of paint. A tendency to pave over front yard planting areas has not improved the general appearance of the area which is in need of more, not less, planting.

Public Facilities

Elementary Schools

Robert Louis Stevenson (34th Avenue and Quintara) K-6

Crespi Home School (24th Avenue and Quintara) K-3

Junior High Schools

*A.P. Giannini (Ortega near 39th Avenue) outside area

Herbert Hoover (14th Avenue near Santiago) outside area

High School

Abraham Lincoln (24th Avenue and Rivera)

Other Schools

San Francisco Conservation of Music (19th Avenue and Ortega) private

Playgrounds

Sunset Playground (28th Avenue and Moraga) 3.31 A. outside but adjacent to area.

*West Sunset Playfield (37th Avenue and Pacheco) 9.77 Acres. Outside but near the area.

Parks

Sunset Boulevard Parkway

Sunset Reservoir Park (Ortega between 23rd and 28th Avenues) 1.50 Acres

McCoppin Park (22nd Avenue and Santiago) 7.57 A. Outside but adjacent to area.

Police

Taraval Station (24th Avenue near Taraval) outside area

Library

*Ortega Branch (39th Avenue and Ortega) outside area

Sunset Branch (18th Avenue near Irving) outside area

Health

*Sunset Health Center (41st Avenue and Pacheco) outside area

Fire

Engine #30 & Truck #18 (32nd Avenue near Ortega)

Engine #49 (18th Avenue near Quintara) outside area

Engine #22 (10th Avenue near Irving) outside area

Transit

#16X Express coach (Noriega, 22nd Avenue (north) 23rd Avenue (south).) Downtown

#28 Coach line (Quintara, 30th Avenue) Downtown

#71 Coach line (Noriega, 22nd Avenue (north) 23rd Avenue (south).) Downtown

Trafficways

Major Thoroughfare:
19th Avenue

Second Thoroughfares:
Noriega, 28th Avenue(See Plan)
Parkway - Sunset Boulevard

*Facilities in the Sunset Community Center

DEVELOPMENT PLAN

Residential Densities

Medium Density (110 Persons per net acre)

Two areas of medium density are shown on the Plan, both on Noriega Street: from 25th to 27th Avenues and from 22nd to 24th Avenues. The indication in this case partly reflects the existing development and also is intended to help define and enclose the rather straggling commercial area along this part of Noriega Street.

Low Medium Density (1-4 unit dwellings)

This density is applied along 19th Avenue and along Santiago Street between 19th and 22nd Avenues. The latter is the continuation of a low medium density area extending south to Taraval Street. (See Planning Area 12.5 - Parkside).

Low Density (55 persons per net acre)

The remainder of the residential area is shown in low density.

Commercial Areas

Neighborhood Shopping Centers:

Three neighborhood shopping centers are indicated in the Plan, all along Noriega Street: from 19th to 22nd Avenue, between 24th and 25th Avenues, and from 30th to 33rd Avenues.

Public Facilities

Schools:

No new schools are indicated in the Plan. The Crespi Home School will continue to operate as a [illegible] and kindergarten facility.

Playfield facilities at Lincoln High School will be enlarged in the undeveloped part of the present site.

Parks and Recreation Areas:

No new Parks or playing grounds are indicated in the Plan. Landscaping is shown around the part of the reservoir now under construction.

Other:

Street tree planting and underground utilities would enhance this area (as well as the majority of other residential areas in the city) and might be carried out as part of an urban renewal program.

Twenty-eighth Avenue is not shown as a secondary thoroughfare. This is a recommended amendment to the Trafficways Plan.

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Planning Area Study

CROCKER-AMAZON

Community 10 - Planning Area 10.4

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Terrain

This area has its back against the first and lower range of the San Bruno Mountains and is tipped up gently from north to south. The part of the Planning Area adjacent to Geneva Avenue is fairly flat except towards the east where there is a high bluff along the south side of this street.

Character

The eastern portion of the area has a distinctive fan-shaped street pattern while the western part accommodates a somewhat irregular grid-iron. West of Guttenberg Street the blocks are unusually large. Small houses, both row and detached, predominate, tightly developed on the east and interspersed with greenhouses and nurseries on the west.

There is some remaining vacant land in the hilliest part of the area near the city-county line. Elsewhere, development is very nearly complete. String commercial development along Mission Street is typically shabby and intermittent. This is a middle and upper middle income area.

Predominant Land Uses

With the exception of a few small apartments and flats along Mission Street and Geneva the area is devoted to single family dwellings, row and detached.

Commercial

The largest shopping center serving this area is located along Geneva from Mission to Paris Streets. There is a smaller center at Naples and Rolph and a desultory and unattractive string of commercial development along Mission Street.

Other

The western part of the area contains a number of greenhouses and nurseries. There are some light industrial uses located along Mission Street, principally building contractors.

Population Characteristics

Total 1950 - 6,120

Census Tract - M-7 - 3,478 (This tract includes the Crocker-Amazon housing, not a part of the Planning Area and now no longer occupied. Hence, certain population characteristics [illegible] somewhat misleading as regards the Planning Area itself.)

Schooling (persons 25 years and older)	Census Tract	Area	City
8 years or less	40.3%	45.[illegible]	[illegible]
1-3 years H.S.	21.8	20.2	[illegible]
4 years H.S.	25.2	26.[illegible]	[illegible]
1-3 years College	5.6	5.2	[illegible]
4 years + College	2.2	2.[illegible]	[illegible]
Not reported	1.5	-	
Residence in 1949 (persons 1 year older in 1950)			
Same as in 1950	86.6%	86.[illegible]	[illegible]
Average Population per Household	3.1	3.[illegible]	[illegible]
Unrelated Individuals	3.2%	4.[illegible]	[illegible]
Median Income (Families and unrelated individuals):	$3519	$3762	[illegible]
Age Distribution			
0 - 4	13.3%	10.[illegible]	[illegible]
5 - 14	13.4	15.1	[illegible]
15 - 19	5.7	5.[illegible]	[illegible]
20 - 24	6.1	6.[illegible]	[illegible]
25 - 34	19.4	17.[illegible]	[illegible]
35 - 44	14.[illegible]	16.6	[illegible]
45 - 64	21.1	20.[illegible]	[illegible]
65 and over	7.9	6.[illegible]	[illegible]

Labor Force

3939 or 55.5% of population 14 years and older. Women on labor force 27.8% or 29.8% of women 14 years and older.

Housing Characteristics

Total D. U.'s (1950) - 1,980
Census Tract - 2,958
(Includes Crocker-Amazon War Housing)

	Census Tract or P.A.	Comm.	City
Owner Occupancy (Planning Area)	78.3%	71.7%	35.6%
Distribution of Dwelling Types (Census Tract)			
Single Family	61.3%	76.5%	33.9%
1-2 Family Semi-detached	6.7	3.8	2.5
2 Family	5.9	9.9	14.9
3-4 Dwelling Units	2.5	2.7	11.6
5 + Dwelling Units	23.5	7.1	37.1
Nonprivate bath or dilapidated (Planning Area)	1.5%	1.9%	10.2%
Overcrowding (1.51+ persons per room) (Planning Area)	1.0%	-	-
Age of Structures (by year built) (Census Tract)			
1940 or later	33.2%	19.1%	14.1%
1930 - 1939	7.4	16.3	10.0
1920 - 1929	49.1	38.3	25.9
1919 or earlier	10.3	26.3	50.0

Maintenance

Generally good to superior particularly in the eastern portion of the area.

Greenhouses and the school in the western portion in poor condition.

Public Facilities

Elementary Schools

Guadalupe (Prague and Cordova) K-6
Longfellow (Lowell and Mission) K-6

Junior High Schools

Luther Burbank (LaGrande and Persia (outside Area)
James Denman (Oneida and Delano) outside Area

High School

Balboa (Cayuga and Onondago) outside Area

Playgrounds

Alice Chalmers (Brunswick near Lowell) 1.68 Acres
Crocker-Amazon (Geneva and Moscow) 3.00 Acres - outside Area but adjacent to area.
Crocker-Amazon Playfield (Geneva opposite Prague) 55 Acres - outside but adjacent to area. Being reconverted to recreational use.

Parks

None within the Planning Area. John McLaren Park, (330 Acres) under development, is close to the area.

Fire

Engine #43 (Brazil near Vienna) outside Area
Engine #38 (Phelan and Ocean) outside Area
Engine #33 (Broad near Plymouth) outside Area

Police

Ingleside Station (In Balboa Park) outside Area

Library

Excelsior Branch (Mission near Excelsior) outside Area

Health

Alemany Health Center (Onondaga and Alemany) outside Area

Transit

#14, 14X Trolley bus and coach (Mission Street) Downtown
#15 coach (Geneva) Downtown
#28 coach (Geneva, Naples, Prague, Cordova, Chicago, South Hill, Geneva)
Shuttle and Crosstown
#30X coach (Geneva) Downtown

Trafficways

Major Thoroughfare
Geneva Avenue
Parkway
John McLaren Parkway (Proposed)

DEVELOPMENT PLAN

Residential Densities

Low Density -(55 persons per net acre)

Except for the portions of Geneva and Mission Street noted below, the residential portions of this Planning Area are shown in low density development.

Low Medium Density - (1-4 unit dwellings)

This is shown along Geneva Avenue between Paris and a point north of Naples Street.

Medium Density - (110 persons per net acre)

This is shown along Mission Street from Pope Street to a point midway between Whittier and Oliver Streets.

High Density - (220 persons per net acre)

None shown.

Acreages	Pop.
Low Density	
Medium Density	
High Density	
Total	

Commercial Areas

Community Business and Shopping Center:

This area is located along Geneva from Paris to Mission Street and along Mission between Geneva Avenue and Pope Street.

General Business and Services:

This area is located along Mission Street from a point midway between Whittier and Oliver Streets to Acton Street.

Neighborhood Shopping Center:

This is located at Naples Street and Geneva Avenue, extending to Rolph Street on the south side of Naples Street, and extending along Geneva Avenue to points opposite Vienna and Edinburgh Streets.

Acreages	A/1000
Neighborhood Shopping	
Community Business	
General Commercial	
Total	

Public Facilities

Schools:

No new schools are indicated. Longfellow School is shown enlarged to occupy the right-of-way of Morse Street between Lowell and Mission Streets.

Parks and Recreation Areas:

No new facilities are indicated. The return of the Crocker-Amazon War Housing site to recreational use will be of direct benefit to the eastern part of the Planning Area.

Other:

Morse Street is shown abandoned between Concord and Guttenberg Streets.

An extension of Baltimore Way to Bellevue Avenue is suggested in the plan as well as an extension of Pope Street from Prague Street to Baltimore Way.

An extension of Rolph Street to the proposed Parkway is shown in the plan.

A small planting area is shown between Canyon Drive and Baltimore Way and at the gore of Morse and Mission Streets.

Questions:

The ultimate development of the San Bruno foothills.

The possible location of a large Daly City elementary school a block from Longfellow school.

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Planning Area Study

DOLORES
::::::::
Community 7 - Planning Area 7.2

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Terrain

Relatively flat except in the area south of 18th St. and west of Guerrero. Lowest point in the vicinity of Mission and 17th Sts., 20 feet. Highest point near 21st and Sanchez Sts., 360 feet.

Character

The lower, flat area is heavily built over, congested and contains a large number of older structures. The hill area around Mission Park is more open with impressive city views, lower density and more planting. Large public schools, private institutions, Mission Park and Dolores Boulevard, all contribute to the unique though varied character of this area.

Predominant Land Uses

Residential

The area is largely devoted to small apartment buildings and flats. In Dolores Heights there is a larger number of single family residences, particularly at the summit. Poorest residential development is to be found in the vicinity of Mission and Valencia Streets

Commercial

The Planning Area contains part of the Mission Street "regional" shopping center here largely devoted to furniture sales. Valencia Street is also heavily commercial in the general service category (auto parts and repair, furniture, etc.) There is a scattering of commercial uses, mostly under residences, throughout the area.

Industrial

There are many industrial uses within the area. These include large laundries, a milk processing plant, barrel making, a lumber yard and contractor's yards.

Other

There is a complex of religious institutions in the vicinity of Mission Dolores including the archiocesan offices and several schools. The area contains an unusual number of churches of all denominations.

Population Characteristics

Total 1950 - 20,990

Census Tracts [illegible] - 21,[illegible]

Non-White - 5.5% (probably higher at present)

Schooling (Persons 25 years and older in 1950)

	Census Tract	City	[illegible]
8 years or less	[illegible]	[illegible]	[illegible]
1-3 years H.S.	16.4	19.4	[illegible]
4 years H.S.	28.6	29.1	27.4
1-3 years College	6.9	[illegible]	10.3
4+ years College	[illegible].9	[illegible].9	8.7
Not reported	4.1	-	-

Residence in 1949 (Persons 1 year and older in 1950)

Same as in 1950	78.26	62.1%	[illegible]

Average Population per Household (Planning Area)	[illegible]	2.7	[illegible]
Unrelated Individuals	17.0%	13.[illegible]	19.[illegible]
Median Income (N6)	$[illegible]27	$[illegible]2[illegible]	$[illegible]
(Families (N2) and unrelated individuals)	$889		

Age Distribution

0 - 4	7.5%	8.0	8.1
5 - 14	8.[illegible]	10.3	9.3
15 - 19	4.7	5.0	5.0
20 - 24	7.3	7.1	7.7
25 - 34	16.7	16.[illegible]	17.2
35 - 44	16.3	16.[illegible]	15.7
45 - 64	27.4	24.[illegible]	25.7
65+	11.3	10.[illegible]	9.5

Labor Force

10,827 or 59.1% of population [illegible] and older. Women on labor force [illegible] labor force or 41.5% of women 14 years and older.

Housing Characteristics

Total D. U.'s (1950) - 8,214
Census Tracts N2, N3, N6, N7 - 8,330

	Census Tract or P.A.	Comm.	City
Owner Occupancy (Planning Area)	15.5%	33.5%	35.6%
Distribution of Dwelling Types (Census Tracts)			
Single Family	16.3%	28.6%	33.9%
1-2 Family Semi-detached	0.9	0.9	2.5
2 Family	19.4	24.5	14.9
3-4 Dwelling Units	21.7	18.9	11.6
5+ Dwelling Units	41.6	27.1	37.1
No private bath or dilapidated (Planning Area)	8.5%	7.4%	10.2%
Overcrowding (1.51 persons per room)	1.8%	-	-
Age of Structures (by year built) (Census Tracts)			
1940 or later	2.3%	3.7%	14.1%
1930 - 1939	6.2	5.9	10.0
1920 - 1929	15.3	16.5	25.9
1919 or earlier	76.2	73.9	50.0

Maintenance

With the exception of a few dilapidated industrial uses and residential structures, maintenance within the area seems above average, even along the minor streets or alleys that intersect the large blocks in the most densely populated flat area. Maintenance in the vicinity of Dolores Boulevard and Mission Park is generally good to superior despite the age of many of the structures. Poorest maintenance is to be found along San Carlos Street (behind Mission Street) and along Valencia and Church Streets near Market Street.

Public Facilities

Elementary School
Sanches (Sanches and 16th Sts.) K-6

Junior High School
Everett (Church and 16th Sts.)

High School
Mission (Dolores and 18th Streets) 10-12

Other Schools
Mission Dolores Elementary (16th St. near Dolores) Boys, Parochial
Notre Dame Elementary (Dolores near 16th.) Girls, Roman Catholic
Notre Dame High School (Dolores near 16th St.) Girls, Roman Catholic
Holy Family Day Home (Dolores near 16th St.)
Catholic Nursery School

Park
Mission Park (18th St. and Dolores) 13.4 Acres

Playground
Mission Playground (19th and Linda Sts.) 1.8 Acres
Levi Strauss Playlot (Valencia at Brosnan) 0.2 Acres

Other Recreation
San Francisco Boys' Club, Mission Branch - Valencia near 16th Street

Police
Mission Station (Valencia near 23rd Street) Outside Area

Fire
Engine #7 (16th St. near Valencia)
Engine #10, Truck #7 (19th St. and Folsom) Outside Area
Engine #27, Truck #6 (Sanches St. near Market) Outside Area

Library
McCreery Branch (16th St. and Pond)

Health
Mary's Help Hospital (Guerrero and Brosnan)

Transit
K,L,M,N street cars, Market Street (Downtown)
J street car, Church and Market (Downtown)
#8 Trolley bus, Market st. (Downtown)
#9, 11, 12, 14 Bus and Trolley bus, Mission St. (Downtown)
#22 Trolley Bus - Church, 16th Streets (Crosstown)
#26 Bus, Valencia (Downtown, 5th and Mission)
#26 Express bus-Guerrero, 15th St. (Downtown 5th and Mission)
#33 Trolley bus, 18th St. (Crosstown)

Traffic
Major Thoroughfares:
Market (Expressway)
Duboce
16th Street
Guerrero
Secondary Thoroughfares:
20th Street east of Guerrero

DEVELOPMENT PLAN

Residential Densities

High Density Residential
(220 persons per net acre)

High density is concentrated largely in the area between Market and 16th Streets with high density over commercial along Market Street. High density is extended down Guerrero, Dolores and Church Streets and on 20th Street on the south side of Mission Park. High density over commercial is shown along Valencia Street south of 20th Street.

Medium Density Residential
(110 persons per net acre)

The major part of the remaining residential area, except as noted below, is shown in medium density development including two small pockets north of 16th Street along Landers Street between 15th and 16th Streets and portions of Ramona Avenue and Hidalgo Terrace.

Low Medium Density Residential
(1-4 unit dwellings)

This density is shown along Cumberland, 20th and Liberty Streets between Church and Sanchez and along Noe Street south of 19th Street.

Low Density Residential

This is shown on the hilltop area between Sanchez and Noe along Cumberland, 20th and Liberty Streets and along 21st Street between Church and Noe Streets.

Commercial Areas

Community Business Shopping Center:

This is shown along Mission Street between 17th and 21st Streets.

General Business and Services:

This is shown along Valencia Street from Market to 20th Streets, excepting part of the block between 14th and 15th Streets which contain Public Housing.

Neighborhood Shopping:

This is indicated on 16th Street between Albion and Guerrero Streets.

Commercial under Residential:

As noted before, along Market Street and along Valencia Street south of 20th Street.

Public Facilities

Schools:

No new schools are indicated in the Plan. The sites of three schools, Mission High, Everett Junior High and Sanchez Elementary, are shown enlarged to include the entire block in which each is located.

Parks and Recreation Areas:

No new parks and recreation areas are shown on the Plan. Mission Playground at 19th and Linda Streets is shown slightly enlarged, as recommended in the Park and Recreation Area Location Plan.

Other:

If the McCreery Library site is retained with a new library built at this location, the site indicated in Planning Area 7.1 (Eureka Valley) will not be needed. If the site is not retained the Plan recommends the retention of the site as a small park or tot lot.

Planting is recommended in all the street ends and street islands in the hill area, south of 19th Street.

No changes are made in the adopted Trafficways Plan.

The firehouse at 16th near Valencia Street is to be abandoned.

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Planning Area Study

DUBOCE
::::::
Community 6 - Planning Area 6.2

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September 1966

EXISTING CONDITIONS

Terrain

The area slopes up from Market Street to the west and to the north, is most steep west of Divisadero-Castro Streets where it meets the uneven ridge formed by Buena Vista Hill, Corona Heights, Mt. Olympus and the steep lower slopes of Twin Peaks.
Highest Point: 540'
Lowest Point: 60'

Character

An older area composed primarily of small flats and apartment buildings but with lower density development particularly in the hilly area. Extreme shifts in the quality of housing and the economic level of the residents from one part of the Planning Area to another and also within different sections of the area. View seems to be the determinant of housing quality and of maintenance. Street pattern varies from the typical gridiron east of Divisadero-Castro to a more irregular pat-

Predominant Land Uses

Residential

A very heavy development in northern and eastern part of the area although the structures themselves are not large, with the exception of a few large apartment buildings near Market Street. In the hilly area a greater mixture of one- and two-family dwellings and undeveloped property. Vacant properties in the eastern area are largely a result of the demolition of old buildings. There is considerably more vacant property in the hill area where the greatest amount of recent building has taken place.

Commercial

Principal commercial developments are along Haight Street near Fillmore, and along Divisadero north of Haight, both neighborhood shopping centers; along Market Street as far as Castro with a large super-market occupying an entire block at Duboce. The latter area is more of a general service business area. There are scattered commercial uses throughout the Planning Area although these are less in evidence in the hilly section.

Industrial

Contractor's yards and storage buildings are the principal semi-industrial uses found in the area.

Other

Two large hospital, Franklin and St. Joseph's are located in the Planning Area.
U. S. Mint (Duboce and Buchanan)
S.F. State College Campus (Laguna and Hermann) no longer in use.

Population Characteristics

Total 1950 - 26,611
Census Tracts - J16, J17, J18, J19, - 22,359
(Non-white - 4.4%)

Schooling - persons 25 years and older

	Census Tracts	Comm.	City
8 yrs. or less	32.8%	31.8%	34.6
1-3 yrs. H.S.	17.6	17.4	16.0
4 yrs. H.S.	44.0	30.4	29.6
1-3 yrs. College	9.1	11.4	10.5
4 yrs.+College	7.0	9.0	8.7
Not Reported	4.1	-	-

Residence in 1949 (Persons 1 yr. or older in 1950)

% same as in 1950	74.8%	78.8%	80.7%
Average Population per Household	2.4	2.4	2.7

Median Income (Families & unrelated individuals)

	$2670	$2859	$3000

Age Distribution

0 - 4	7.1%	7.0%	8.3%
5 - 14	11.7	7.6	9.7
15 - 19	4.3	4.3	6.3
20 - 24	8.7	8.5	7.7
25 - 34	17.8	17.6	17.2
35 - 44	16.3	15.3	16.9
45 - 64	31.0	28.1	25.7
65 and over	11.4	13.7	9.5
Unrelated Individuals	22.8%	20.8%	19.0%

Labor Force - 18,441 or 95.8% of population 14 years and older. Women on labor force, 24.5% or 44.1% of women 14 years and older.

Housing Characteristics

Total D.U.'s (1950) - 11,021
Census Tracts - 8,610

	Census Tr. or P.A.	Comm.	City
Owner Occupancy percent of D.U.'s	18.5%	21.5%	35.6%
Distribution of Dwelling Types			
Single Family	17.0%	16.7%	33.9%
1-2 Family Semi-detached	1.5	2.3	2.5
2-Family	18.1	16.7	14.9
3-4 D.U.'s	22.3	20.8	11.6
5+ D.U.'s	53.5	43.5	37.1
No private bath and dilapidated	18.3%	14.9%	10.2%
Overcrowding (1.51+ persons per room)	2.3%	-	-
Age of Structures (by year built)			
1940 or later	1.5%	1.6%	14.1%
1930 - 1939	4.4	3.1	10.0
1920 - 1929	17.8	15.6	25.9
1919 or earlier	76.3	79.7	50.0
Median Rent	$37.46	$38.56	$40.27

Maintenance

While the general standard of maintenance is best in the hilly area there are extreme contrasts in the condition and quality of buildings within every part of the area. In general, the poorest maintenance is to be found north of Duboce Avenue and east of Divisadero Street. Some parts of this are may be described as blighted, considering the age and condition of structures.

Public Facilities

Elementary Schools

John Muir (Webster & Page) K-6
McKinley (14th and Castro) K-6
Dudley Stone (Haight and Masonic) K-6, outside Area
Douglas (19th and Collingwood) K-6, outside Area
Twin Peaks (Corbett Avenue and Dixie Street, K-6, outside Area

Junior High Schools

Everett (16th and Church) outside Area
Roosevelt (Arguello near Geary) outside Area

High Schools

Polytechnic (Frederick near Arguello) outside Area
Mission (18th and Dolores) Community 7
Lowell (Hayes and Grove) 9-12, Community 5

Other Schools

Sacred Heart (Fillmore and Oak) boys and girls elementary school. Parochial

Playgrounds

Peixotto (15th near Roosevelt Way) 3.2 Acres
Corona Heights and Junior Museum (16th near Roosevelt Way) 10.7 Acres

Parks

Duboce (Central Activities Building) Duboce and Steiner 4.2 Acres
Buena Vista (Haight and Buena Vista Avenue) 36.0 Acres

Police

Northern Station (Ellis near Van Ness) outside Area
Park Station (In Golden Gate Park near Stanyan and Waller) Outside Area

Fire

Engine #27, Truck 6 (Sanchez near Market)
Engine #34 (Turk and Webster) outside Area
Engine #40, Truck 12 (Stanyan near Grattan) outside Area

Library

McCreery Branch (16th and Pond) outside Area
Park Branch (Page near Cole) outside Area

Health

Park Emergency Hospital (In Golden Gate Park near Stanyan and Waller) outside Area

Traffic

Freeways - Western (Proposed)
Central (Projected)

Major Thoroughfares:

Market Street (Expressway)
Laguna-Webster
Divisadero-Castro

Secondary Thoroughfares:

Duboce Avenue
Roosevelt Way
17th Street
Clayton Street

Transit

N street car line - Market Street, (Downtown - Sunset Tunnel)

J, K, L, M, street car lines - Market Street (Downtown)

#6, #7, #66, #71, #72 bus lines - Haight Street (Downtown)

#22 Crosstown bus line - Fillmore, Church Streets (Marina to Third Street, Industrial Area)

#24 Crosstown bus line - Divisadero-Castro (Pacific Heights to Diamond Heights)

#43 Shuttle bus - Market and 14th Streets - Market, 15th, Divisadero, 14th, Roosevelt Way, Buena Vista Terrace, Buena Vista Avenue and Roosevelt Way

#37 Shuttle bus line - Corbett Avenue and 17th Street going east; 18th Street and Market Street going west

DEVELOPMENT PLAN

Residential Densities

High Density (220 persons per net acre)

Principal high density area shown from Steiner Street east. West of Steiner Street high density is shown extending along the south side of Oak Street, widening at Broderick to include the area bounded by Duboce Avenue, Buena Vista Park, Oak Street and Central Avenue. Other high density areas include Market and 17th Streets to Douglass; Buena Vista Avenue southwest of the hospital site; Duboce Avenue, Steiner to Noe (opposite Duboce Park).

Medium Density (110 persons per net acre)

Medium density is shown, generally, west of Steiner Street to Castro-Divisadero Streets.

Low Medium Density (2-4 unit structures)

The southwest corner of the area between Castro and Clayton Streets and Roosevelt Way is shown in low medium density development, extending to Duboce Avenue east of Buena Vista Park.

Commercial Areas

General Business & Services:

On Market Street between Buchanan and Church and including the block bounded by Duboce Webster, Church and Hermann Streets.

Neighborhood Shopping Centers:

On Haight, Fillmore to Steiner Streets; on Divisadero, Page to Oak Streets.

Commercial under High Density Residential:

On Market Street, Octavia to Castro Streets.

Industrial: None shown.

Public Facilities

Schools:

No new schools, enlargement of John Muir School shown.

Parks and Recreation Areas

No new facilities. Plan suggests planting over freeway (cut and cover) between Scott and Laguna Streets. Planting also suggested for city owned properties along Market, 17th Streets and Roosevelt Way. Planting in Baker Street between the Panhandle and Buena Vista Park.

Other:

Planting of steep streets: Duboce, Alpine Terrace to Buena Vista Avenue east; and Waller, Broderick to Buena Vista Avenue east.

Lilly, Rose, Laumont, Germania and Lloyd Streets suggested as pedestrian walks.

New Oak Street on south side of Panhandle with Western Freeway between Oak and Panhandle going into cut and cover between Oak and Pierce and continuing between Hermann and Laguna.

Planting on Market St. [illegible]

Pedestrian link between [illegible] Height and [illegible]

Widening:

Wood [illegible] special footing [illegible] [illegible] grading.

[illegible]

Acreages	Pop.
Low Density	
Medium Density	
[illegible]	

Acreages	A/1000
Neighborhood Shopping	
Community Business	
Commercial	

SF
C58.4
#8

Planning Area Study

EUREKA VALLEY

Community 7 - Planning Area 7.1

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Land Planning Division
Department of City Planning

May 1977

EXISTING CONDITIONS

Terrain

The Eureka Valley and part of the Noe Valley are separated by a ridge in the vicinity of Twenty-first Street. Both valleys slope upward to the west toward Twin Peaks and are very steep immediately east of Market Street.

Character

An area of largely older housing, many in the Mission district, peak-roofed vernacular. Newer development in the area adjacent to Market Street in the west including some small, well designed apartment houses. Steep, discontinuous streets partition off the ridge top area. Dramatic views to the north and east from the ridge and from the Twin Peaks slopes. The area is heavily built over although individual structures are not large. Some open land still available on hill top areas near Grand View Terrace and near Twenty-second and Dellingwood Streets.

Predominant Land Uses

Residential

A mixture of old and new single-family row houses, flats and small apartment buildings. Many conversions of single family dwellings to flats and apartments, particularly on slopes. Lower densities on the hill tops and on the steep western slope although this latter area is attracting some new small apartment development.

Commercial

Two major shopping areas, one on Castro and Eighteenth Streets, and the other on 24th Street, east of Castro. Many scattered commercial uses, largely with residences over. The Market Street commercial development ends, on the west, at Castro Street.

Other

Minor industrial uses include contractors, laundries and other small service facilities. There are no large institutional uses in the area.

Population Characteristics

Total 1950 - 15,183

Census Tract - The Census Tract N-5, used to represent this area, includes a relatively small part of the area - Population 6,998 - but is entirely within the Planning Area and would seem to be typical in terms of percentages of the whole area.

Non-White - 0.4%

Schooling (Persons 25 years and older in 1950)

	Census Tract	Comm.	[illegible]
8 years or less	37.8%	39.5%	[illegible]
1-3 years H.S.	15.8	17.2	16.6
4 years H.S.	30.8	29.1	[illegible]
1-3 years College	7.5	7.3	10.[illegible]
4+ " College	5.0	4.9	8.[illegible]
Not reported	2.2	-	[illegible]

Residence in 1949 (Persons 1 yr. and older in 1950)

Same as in 1950	85.1%	82.1%	[illegible]
Average Population per Household (P.A.)	2.9	2.7	2.[illegible]
Unrelated Individuals	8.9%	13.7%	19.9%
Median Income	$3,629	$3,020	$3,000

Age Distribution

0 - 4	8.7%	[illegible]	[illegible]
5 - 14	12.3	10.3	[illegible]
15 - 19	5.8	5.0	[illegible]
20 - 24	6.9	7.1	[illegible]
25 - 34	17.[illegible]	16.[illegible]	17.[illegible]
35 - 44	15.[illegible]	16.[illegible]	20.7
45 - 64	25.0	25.[illegible]	29.7
65 and over	9.[illegible]	10.[illegible]	9.[illegible]

Labor Force

58.9% of population 14 years and older. Women on labor force, 37.[illegible] of [illegible] force or 9.2% of women 14 years and [illegible]

Housing Characteristics

Total D.U.'s (1950) 5,314
(Census Tract 2,418)

	Census Tract or P.A.	Comm.	City
Owner Occupancy			
(Planning Area)	44.3%	33.5%	35.6%
Distribution of Dwelling Types			
(Census Tract)			
Single Family	36.1%	28.6%	33.9%
1-2 Family Semi-detached	0.3	0.9	2.5
2 Family	31.3	24.9	14.9
3-4 Dwelling Units	19.1	18.9	11.6
5+ D.U.'s	13.2	27.1	37.1
No private bath or dilapidated			
(Planning Area)	3.9%	7.4%	10.2%
Overcrowding (1.51+ persons per room)			
(Planning Area)	1.3%	-	-
Age of Structures (by year built)			
(Census Tract)			
1940 or later	3.7%	3.7%	14.1%
1930 - 1939	3.2	5.9	10.0
1920 - 1929	14.5	16.5	25.9
1919 or earlier	78.6	73.9	50.0

Maintenance

Maintenance in the area is generally good, although typically spotty. Considing the age of the majority of the structures, over all maintenance is better than similar areas located elsewhere in the city. There are a number of accessory structures, garages, sheds, etc., and a few residential structures that seem to require removal.

Public Facilities

Elementary Schools

Alvarado (Douglass near 22nd Street) K-6
Douglas (19th and Collingwood Streets) K-6

Junior High Schools

James Lick (Noe Street near 25th Street
Everett (Church near 16th Street) outside Area

High School

Mission (18th Street and Dolores) outside Area

Other Schools

Most Holy Redeemer Elementary School (Diamond near 18th Street) Boys and Girls Parochial
St. Phillip Elementary School (Elizabeth near Diamond) Boys and Girls Parochial

Parks

None within the Planning Area

Playgrounds

Eureka Valley (19th and Collingwood Streets) 1.9 A.
Noe Valley (24th and Douglass Streets) 0.9 A.

Fire

Engine #24 (Hoffman near Alvarado)
Engine #44 (22nd Street near Noe)
Engine #27, Truck #6 (Sanchez near Market) outside Area

Police

Mission Station (Valencia near 24th Street) outside Area

Library

McCreery Branch (16th [illegible] and Pond) outside Area
Noe Valley Branch (Jersey near Castro) outside Area

Transit

K, L, M, & N street cars, Market Street (Downtown)
#8 Trolley Bus, Market, Castro, to 19th Street and Castro terminal (Downtown)
#11 Bus, 24th Street, Hoffman (south) 25th (west) Fountain (north) 24th (east) Hoffman (north) 21st (west) east Douglass (south [illegible] Street) Downtown via [illegible] Street.
#24 Bus, Castro express (Crosstown)
#33 Bus, 18th Street (south of Market)
#35 Bus, Castro, 20th Street, Eureka, 23rd Street, Diamond (returns via Eureka and Market to Castro - Shuttle.)
#37 Bus, Market Street (Corbett to Clayton northbound) to eastern terminal at 17th Street and Castro, Shuttle.

Traffic

Major Thoroughfares

Market Street, [illegible] way to Castro) [illegible] Street

Secondary [illegible]

DEVELOPMENT PLAN

Residential Densities

High Density (220 persons per net acre)

Along Market Street between Collingwood and Douglass; on the hill top at Grand View Terrace. High density over commercial is shown on Market between Castro and Noe Streets.

Medium Density (110 persons per acre)

Along Market Street and from Market to Twentieth Street on Eureka, Collingwood, Hartford; Market to 21st Street on Castro; Market to 19th Street on Noe; along 18th Street north of Eureka; along the northern side of Corwin Street; along Grand View Avenue, Alvarado to 25th Street; 24th Street, Castro to Douglass; Castro Street and Elizabeth; Castro between Jersey and 25th Street; Noe between 23rd and 25th Streets; the hilltop area at Collingwood and 22nd Street.

Low Medium Density (one to four dwellings)

The remaining residential area, except as noted below.

Low Density (55 persons per net acre)

Along 25th Street, south side between Douglass and Grand View; along Fountain Street; between Hoffman and Grand View on 24th Street and Elizabeth.

Commercial Areas

Community Business and Shopping: On Castro between Market and 19th Street and on 18th Street between Castro and Diamond; on 24th Street between Noe and Castro and on Castro between Jersey and 24th Street.

Neighborhood Shopping Center:

No major neighborhood shopping centers indicated.

	Acreages	Pop.
Low Density		
Medium Density		
High Density		
Total		

Public Facilities

Schools:

No new schools. Alvarado School is shown slightly enlarged.

Parks and Recreation Areas:

No new facilities indicated; buffer planting is shown along Clipper Street and portions of Market Street. Planting in 22nd Street between Collingwood and Diamond and in Storrie Street between Market and 18th Street.

Other:

A new library is shown at 18th Street and Diamond to replace McCreery (outside Area)

The Firehouse at 22nd near Noe is to be abandoned.

The Library at Jersey near Diamond is to be replaced.

Clipper Street is shown widened between Douglass and Noe Streets.

No changes in the Trafficways Plan are indicated.

	Acreages	A/1000
Neighborhood Shopping		
Community Business		
General Commercial		
Total		

SF
C58.4
#9

5/3

Planning Area Study

GEARY - HAYES VALLEY

Community 5 - Planning Area 5.3

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EXISTING CONDITIONS

Terrain

A valley descending in a southeasterly direction with the highest points to the northeast in the vicinity of Jefferson Square and to the southwest in the vicinity of Alamo Square. The head of the valley lies outside of the Planning Area near California Street and Presidio Avenue.

Character

The street gridiron runs north-south and east-west in opposition to the topography. Thus the valley is not visually defined although its boundary ridges are emphasized by the steep streets particularly to the southwest. An old area containing some of the severest residential blight in the city. The northern part of the area is a designated redevelopment area for which a final plan has been approved. Wooden structures predominate. Residential, commercial and industrial are mixed throughout the area. The vicinity of Alamo Square is in generally good condition in contrast to the evident dilapidation in almost all other parts of the area.

Predominant Land Uses

Residential

Small apartment houses and flats are the predominate residential uses. Many of these as well as many rooming houses are in converted single family structures. Almost all of the residential structures, with the exception of those in the area around Alamo Square, date from the last century. Over-crowding of land and structures has contributed to blight.

Commercial

Major shopping facilities are found along Fillmore with a smaller center on Hayes near Octavia. McAllister Street east of Fillmore is heavily developed for general commercial uses including secondhand sales and store fixtures and furniture. There is a general scattering of commercial uses throughout the area. Automobile repair, sales and service facilities are concentrated along Golden Gate Avenue near Van Ness Avenue.

Industrial

A heavy industrial use located in the area is the brewery at Grove and Buchanan with very bad effect on surrounding properties. Other industrial uses include milk and food processing, warehousing, laundries and the manufacture of canvas products.

Population Characteristics

Total 1950 - 29,785
Census Tracts - J8, J9, J10, - 23,316
Non-White - 35.9%

Schooling - (persons 25 yrs. and older)

	Census Tracts	Comm.	City
8 years or less	42.0%	35.0%	34.6%
1-3 years H.S.	17.7	17.1	16.8
4 years H.S.	21.7	28.0	29.4
1-3 yrs. College	7.1	10.5	10.5
4 yrs. plus Col.	4.0	9.4	8.7
Residence in 1949 (Persons 1 yr. or older in 1950)			
% same as in 1950	74.3%	76.8%	80.0%
Average population per Household	2.4	2.4	2.7
Median Income (Families and unrelated individuals)	$1888 (J8) to $2450 (J12)	$2418	$3009
Age Distribution			
0 - 4	7.7%	7.0%	8.1%
5 - 14	7.5	7.1	9.3
15 - 19	4.1	4.0	5.2
20 - 24	8.1	8.4	7.7
25 - 34	19.7	20.1	17.2
35 - 44	17.4	17.3	16.7
45 - 64	25.5	25.6	25.7
65 and over	10.0	10.7	9.5
Unrelated Individuals	30.4%	27.1%	19.2%

Labor Force

11,955 or 60% of population 14 years and older, women on labor force [illegible] of labor force or 45.0% of women 14 years and older.

Housing Characteristics

Total D. U.'s (1950) - 12,535
Census Tracts - 9,570

	Census Tract or P.A.	Comm.	City
Owner Occupancy			
Percent of D.U.'s (P.A.)	7.1%	12.7%	35.6%
Distribution of Dwelling Types (Census Tract)			
Single Family	8.6%	10.5%	33.9%
1-2 Family Semi-detached	2.1	1.9	2.5
2- Family	8.4	11.4	14.9
3-4 Family	14.9	15.6	11.6
5 plus D.U.'s	66.0	60.6	37.1
No private bath or dilapidated (P.A.)	42.9%	27.2%	10.2%
Overcrowding (1.51 plus persons per room) (P.A.)	7.8%	-	-
Age of Structures (By year built) (Census Tract)			
1940 or later	1.2%	2.8%	14.1%
1930 - 1939	2.4	5.2	10.0
1920 - 1929	15.0	20.5	25.9
1919 or earlier	81.4	71.5	50.0

Maintenance

Generally poor to very poor except in the vicinity of Alamo Square. Many instances of extreme dilapidation or prolonged lack of maintenance.

Public Housing in this area is well maintained. (Redevelopment Area not surveyed)

Public Facilities

Elementary Schools

Golden Gate (Golden Gate near Scott) K-3
John Swett (Golden Gate near Franklin) K-6
Raphael Weill (O'Farrell near Buchanan) K-6
John Muir (Webster and Oak) K-6, Outside Area

Junior High School

Benjamin Franklin (Scott and Geary)

High Schools

Lowell (Hayes near Ashbury) 9-12, Outside Area
Polytechnic (Frederick near Arguello) 9-12, Outside Area

Other Schools

Cathredral Presentation Elementary (Eddy near Gough) Girls and Boys - Roman Catholic

Sacred Heart Elementary (Fell near Fillmore) Boys and Girls, Parochial

Sacred Heart High School (Ellis near Franklin) for Boys, Roman Catholic

St. Vincent High School (Geary near Laguna) for Girls, Roman Catholic

St. Paulus Elementary and Junior High (Gough near Turk) Boys and Girls, Lutheran

Salvation Army Training School (Geary near Laguna) Regional facility

Parks

Alamo Square (Fulton and Steiner) 12.5 Acres
Jefferson Square (Eddy and Gough) 5.6 Acres

Public Facilities (Continued)

Playgrounds

Hamilton Playfield (Geary and Scott) 5.5 Acres

Margaret Hayward Playfield (Golden Gate and Gough) 5.3 Acres

Hayes Valley Recreation Center (Hayes and Buchanan) .19 Acres
(To move to Grove near Buchanan)

Fire

Engine #34 (Turk and Webster)
Engine #14 (McAllister near Webster)
Truck #5 (Geary near Scott) Outside Area

Police

Northern Station (Ellis near Van Ness) Outside Area

Library

Main Library (Fulton and Larkin)Outside Area

Transit

#47 Trolley bus line - Van Ness Avenue (Downtown)
#38 Bus line - Geary Street (Downtown)
#5 Trolley bus line - McAllister Street (Downtown)
#16X express bus - Turk and Golden Gate, (one-way, Downtown)
#21 Trolley bus line - Hayes and Grove, (one-way east of Laguna, Downtown
#22 Trolley bus line - Fillmore (Crosstown)
#31 Bus line, Eddy Street (Downtown)

Traffic

Freeway - Western (Proposed)
Central (Under construction to Golden Gate Avenue)

Major Thoroughfares - Geary Street (Expressway)
McAllister Street
Webster
Van Ness Avenue (Expressway)

DEVELOPMENT PLAN

Residential Densities

The northern part of this area incorporates the final plan for the Geary Redevelopment project. Two further redevelopment project areas would be needed to carry out other elements of this plan. One of these would lie, generally, north of McAllister and west of Webster. The other, south of Golden Gate Avenue and east of Webster Street.

High Density (220 persons per net Acre)

Along the eastern border of the area, north of Turk Street extending west to Octavia Street north of Ellis Street.

Along the southern border of the area extending north to Fulton Street at Steiner, opposite the park to Hayes (both sides) between Steiner and Webster, to Hayes (south side) between Scott and Pierce and Webster and Laguna Streets.

On Public Housing locations at Turk and Laguna, Buchanan and Golden Gate and Turk and Pierce.

Opposite the Junior High School at O'Farrell and Pierce.

Medium Density (110 persons per net Acre)

The remaining residential area.

Commercial Areas

Community Business and Shopping Center:

A redeveloped Fillmore shopping center is shown between O'Farrell and Golden Gate Avenue with a pedestrian mall on Fillmore and one-way service streets on either side of the commercial area. The entire center on Fillmore stretches from Fulton to Post Street, within this Planning Area.

Another smaller center is indicated at Post and Buchanan Streets, being part of the Japanese Town development.

General Business and Services:

An area for general business and services is shown along the eastern border of the Planning Area and extending west to Laguna Street south of Golden Gate Avenue

Neighborhood Shopping Center:

Location on Hayes between Octavia and Laguna, at O'Farrell and Gough and at Laguna and Ellis Streets.

	Acreages	Population
Low Density		
Medium Density		
High Density		
Total		

	Acreages	A/1000
Neighborhood Shopping		
Community Business		
General Commercial		
Total		

DEVELOPMENT PLAN (Continued)

Public Facilities

Schools:

A new elementary school is shown as part of the redevelopment scheme at Buchanan between Fulton and Grove Streets.*

Raphael Weill School is shown enlarged as provided for in the Geary Redevelopment Plan. Golden Gate School is shown enlarged as part of a redevelopment scheme in this area.

John Swett School (Golden Gate near Gough) is not retained in the Planning Area Plan.

All other schools remain as indicated on the Plan.

Parks and Recreation Areas:

A large recreation area is shown to the east of the Junior High School as provided for in the Geary Redevelopment Plan. This is intended to supplement Hamilton Playground which is made smaller by the scheduled Geary Street widening.

A new recreation area is shown to the west of the proposed school in the vicinity of Grove and Webster Streets.* If built, this recreation area could replace the scheduled Hayes Valley Recreation Center, a small facility to be located at Hayes near Buchanan.

All other existing parks and recreation facilities are retained in the Plan.

* If the brewery were relocated in a redevelopment program.

Other:

The widening of Geary Street and the closing of O'Farrell Street at two points, the closing of Ellis, east of Hollis Street, the closing of Octavia Street between Post and Eddy and the new connection between Post and Geary, Geary and O'Farrell, O'Farrell and Ellis are all features of the Geary Redevelopment Plan.

The indicated closing of Ellis Street between Webster and Steiner and between Pierce and Scott; of Eddy Street between Laguna and Buchanan and Webster and Pierce; of Farren Street and Bourbin Street; of Buchanan between Turk and McAllister, Fulton and Grove, Hayes and Oak; of Pierce between McAllister and Turk are all suggested changes predicated on a redevelopment of the affected areas.

The widening of Webster Street is a scheduled project. The Plan suggests using Oak and Fell Streets as connectors between Webster and Laguna rather than the previously proposed diagonal connection.

SF
C58.4
#10

6/1

Planning Area Study

HAIGHT-ASHBURY

COMMUNITY 6 - PLANNING AREA 6.1

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Land Planning Division
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(R.F.)

May 1956

EXISTING CONDITIONS

Terrain

Greatest portion of area shaped like a bowl sliced in half with Buena Vista, Twin Peaks Boulevard and University of California property forming the brim and the Panhandle bordering the flat section, falling almost 400 feet from top to bottom.

Character

One of the most diverse areas of the city -- a rich mixture of proud old grandeur, contemporary ingenuity; walls of dismal shabby structures, hilltops commanding magnificient panoramas. The people are of all colors, all stations and give an impression of stability and well being.

Population has been increasing rapidly since the war. There have been a large number of conversions in residential structures increasing the number of dwelling units. Many buildings are for sale; there is a great deal of reconditioning taking place -- a "do it yourself" rehabilitation area.

Here is an especially rich opportunity to rejuvenate an old area by giving careful guidance to the process of gradual and constant change.

Predominant Land Uses

Residential

Multiple dwellings in wide variety with scattering of single family in comparatively level areas. Single family, a number of them detached (some with extraordinarily spacious gardens) and low multiple on the upper slopes.

Commercial

Community: Haight-Stanyan

Haight Street from Masonic to Stanyan and along Stanyan facing park. A typical community business district dealing in personal services (twice as many as any other business), food stores and sundry incidental goods. Street trees lend a pleasant appearance. There are several fine new shops, some shops are in poor condition, and 8 percent are vacant.

Neighborhood

Cole between Carl and Parnassus: compact and thriving with various goods and services. Seven percent vacant.

Several small clusters are conveniently located.

There is comparatively little spot commercial: sixteen percent of total, mostly food, personal services and contractors.

Population Characteristics

Total 1950 - 24,508
Census Tracts J15, J20, 01 - 25,03
(Non-white 2.3%)

Schooling - persons 25 yrs. & older

	Census Tract	Comm.	City
8 yrs. or less	25.0%	31.8%	34.6%
1-3 yrs. H.S.	14.6%	17.4%	16.8%
4 yrs. H.S.	27.3%	30.4%	29.4%
1-3 yrs. College	11.7%	11.4%	10.5%
4 yrs. College	9.6%	9.0%	8.7%

Residence in 1949 (% same as in 1950)

% persons 1 yr. or older in 1950 -	96.5%	78.8%	80.7%

Average Population per Household

	2.2%	2.4%	2.7%

Median Income - (Families and unrelated individuals)

	$2939	$2859	$3009

Age Distribution -

0 - 4	6.7%	7.0%	8.1%
5 - 14	7.3%	7.6%	9.3%
15 - 19	4.0%	4.2%	5.2%
20 - 24	8.6%	8.5%	7.7%
25 - 34	17.4%	17.6%	17.2%
35 - 44	14.6%	15.3%	16.7%
45 - 64	25.0%	26.1%	25.7%
65 and over	15.9%	13.7%	9.5%

Unrelated Individuals:	19.0%	20.8%	19.9%

Labor Force - 11,699 or 54.2% of population 14 years and older. Women on labor force 23.1% or 43.2% of women 14 years and older.

Housing Characteristics

Total D.U.'s 6,348
Census Tracts - 6,651

	Planning Area	Comm.	City
Owner Occupancy Percent D.U.'s -	27.3%	21.5%	35.6%
No private bath and dilapidated Percent D.U.'s -	12.4%	14.9%	10.2%
Overcrowding (1.51+ persons per room) Percent D.U.'s -	1.7%	-	-

	Census Tract	Comm.	City
Distribution of Dwelling Types			
Single Family	18.3%	16.7%	33.3%
1-2 Family semi-detached	3.4%	2.3%	2.5%
2-Family	17.4%	16.7%	14.9%
3-4 D.U.'s	21.8%	20.8%	11.6%
5+ D.U.'s	38.8%	43.5%	37.1%
Age of Structures (by year built)			
1940 or later	1.5%	1.6%	14.1%
1930 - 1939	1.6%	3.1%	10.1%
1920 - 1929	12.5%	15.6%	25.9%
1919 or earlier	78.4%	79.7%	50.0%

Maintenance

Remarkably good in spite of exceptionally high percentage of old structures. A few examples of extreme dilapidation occur sporadically, sometimes in the midst of an otherwise immaculate group, even as, occasionally, a spruced up museum piece stands next to blight.

Public Facilities

Schools

Elementary
Grattan (Grattan and Shrader) K-6
Dudley Stone (Waller near Masonic) K-6
Laguna Honda (Sixth Avenue near Irving) K-6

Junior High
None

Senior High
Polytechnical (Frederick near Arguello) 9-12

Other Schools
St. Agnes Elementary (Ashbury nr. Frederick)

Playgrounds
Grattan (Grattan and Stanyan) 1.5 Acres
Panhandle Tot Lot

Parks
Mt. Olympus (Upper Terrace) 0.23 Acres
Area is adjacent to Buena Vista Park, Golden Gate Park and Panhandle

Fire
Stanyan at Grattan (new)
Waller near Stanyan (to be removed)

Police
In Golden Gate Park near Stanyan Street.

Library
Page near Cole

Emergency Hospital
Golden Gate Park at Stanyan Street.

Other
University of California Hospital and Medical School (Approximately 100 Acres)
Water Department Clarendon Tank Site, (Twin Peaks Blvd.) 2 Acres.

Transit
#71, #72 Motor buses and #7 Trolley bus - Haight Street
#43 Motor bus, Roosevelt Way, 17th, Cole and Haight Streets
#33 Trolley bus, Clayton, Ashbury and Haight Streets
#6 Trolley bus, #66 Motor bus, Haight, Masonic, Frederick, Clayton, Parnassus Avenue
N Street car - Sunset Tunnel, Carl Street.

Trafficways
Western Freeway (Proposed)
Secondary Thoroughfares - Masonic, Stanyan and 17th Streets.

DEVELOPMENT PLAN

Residential Densities

High Density
Southern half of blocks between Oak and Page Streets from Stanyan Street to Central Avenue.

Medium Density
Practically entire low-lying area between Parnassus and Page from Yerba Buena Park to Seventh Avenue.

Low Medium Density
On slopes from Parnassus up to 17th Street between Mt. Olympus and Edgewood Avenue.

Low Density
Small pocket between Woodland Avenue and University of California Campus and on slopes between Clarendon and 17th Street

Medium Density over Commercial
Along Stanyan Street facing the Park and on Haight between Masonic Avenue and Ashbury Street.

Commercial Areas

Community Business and Shopping
Haight between Masonic and Stanyan and on Stanyan facing Park.

Neighborhood Shopping
Cole between Carl and Parnassus Avenue
Corner of Frederick and Clayton
Corner of Cole and Alma
Irving Street, between Fourth and Fifth Avenues.

Public Facilities

Schools
No new schools. Enlargement of Dudley Stone Elementary School site.

Relocate Grattan Elementary School to entire block opposite Grattan Playground between Alma and Rivoli Streets, including area of Shrader Street.

Polytechnical High School site to include entire block if school is retained as Senior High or converted to Junior High School.

Parks and Recreation Areas
Small park at Carl Tunnel entrance on Carl near Cole Street shopping area and in conjunction with subway station.

A portion of the University of California Campus may be open to public recreational use.

Library
Relocate, as shown in Library Location Plan, to vicinity of Haight Street and Masonic Avenue.

Police Station
Relocate to corner of Stanyan and Frederick Streets.

	Acreages	Population		Acreages	Population
Low Density			Neighborhood Shopping		
Medium Density			Community Business		
High Density			General Commercial		
Total			Total		

DEVELOPMENT PLAN (Continued)

Public Facilities (Cont'd)

Health Center

Area is served by Central Health Center in the Civic Center. The Health Center Plan proposes a new center in Hayes Valley. If needed, a conference station may be located in the planning area.

Circulation System

(Special Considerations)

Western Freeway under study

Secondary Thoroughfare

Parnassus west of Stanyan

Rapid Transit using Municipal Railway Sunset Tunnel Right-of-Way.
Locations of Stations.

Pedestrian Ways from Ashbury to Clayton at Piedmont and from Clayton to Belvedere at Alma.

Lipman
9/3

.F
58.4
#11

Planning Area Study

HUNTERS POINT

COMMUNITY 9 - PLANNING AREA 3

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Land Planning Division
Department of City Planning

July 1955

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PLANNING AREA STUDY - HUNTERS POINT
Community 9 - Planning Area 3

I Existing Conditions

This Planning Area consists of the long Hunters Point ridge and the relatively level areas immediately surrounding it to the west and south. The boundaries of the Planning Area are, on the north, east and south the line between Community 9 and Working Area Z, and on the west, Third Street, a major thoroughfare. Except for a stretch on the west, the Planning Area is surrounded by industrial land, some of which has recently been created in the tideland area.

The major topographical feature of the Planning Area is the abrupt and steep ridge, which, at one time, rose directly out of the bay, but which is becoming increasingly land bound. Directly to the east is the extensive San Francisco Naval Shipyard at Hunters Point which is a major employment center for the area, built largely on filled land.

1. Land Use (Existing Land Use Map - June 1955)

There are two distinct types of residential uses in the area. On the relatively flat area to the south of the ridge is a low density development consisting largely of typical single-family row houses. On the ridge the development consists almost entirely of temporary war housing and permanent low-rent public housing projects in the medium density range.

The principal commercial area is found along Third Street. The Bayview community shopping center is located in this strip between Newcomb and Shafter Avenues. Other facilities along Third Street consist of service facilities, some light manufacturing and a large number of gas stations and used car lots. Another shopping center is located on the Hunters Point ridge near Hilltop and Southridge Roads.

North of the ridge, outside of the area boundary, there is a heavy industrial area consisting of slaughter houses and related industries which has contributed to the deterioration of the residential properties immediately adjacent. Along Innes Avenue, east of Hawes Street, is a relatively new development consisting of sea food restaurants and a few stores supplying neighborhood shopping needs.

2. Population Characteristics

The Hunters Point Planning Area is located in Census Tract 15 which also includes all of one other Planning Area (9.4 Bayview-Hunters) and a large area having a maritime population and industrial zone. Information which is not available on a block basis in the published census data is therefore summarized below without comment, as its strict application to this particular Planning Area may lead to misinterpretations regarding the area.

Population Characteristics (Continued)

	L-5	Community 9	City
Total Population	38,045	51,000	775,357
Male	61%	49.2%	50.3%
Female	39%	50.8%	49.7%
Native White	66%	78.6%	74.0%
Foreign Born White	7%	15.3%	15.5%
Negro	24%	4.9%	5.6%
Other Non-White	3%	1.2%	4.9%
Nativity, Foreign-Born White			
Great Britain and N.I.	4%	4.8%	8.0%
Ireland	1%	2.7%	7.3%
Denmark, Norway and Sweden	3%	3.3%	7.0%
France	7%	3.9%	3.5%
Germany and Austria	6%	7.1%	12.7%
USSR	1%	3.0%	6.5%
Italy	30%	34.4%	16.7%
Canada	5%	3.7%	6.5%
Mexico	8%	6.1%	4.7%
Other America	4%	3.7%	5.7%
All Other	31%	27.3%	21.4%
Marital Status, Persons 14 Years and Over			
Single	32%	19.1%	24.6%
Married	62%	70.9%	60.2%
Widowed and Divorced	6%	10.0%	15.2%
Education, Persons 25 Years and Older			
8 years or less	37%	41.5%	34.6%
1-3 years High School	23%	21.2%	16.8%
4 years High School	25%	27.9%	29.4%
1-3 years College	6%	6.1%	10.5%
4 years College or More	3%	3.3%	8.7%
Residence in 1949 1 Year and Older 1950			
Same House	59%	83.2%	80.7%

Population Characteristics (Continued)

	L-5	Community 9	City
Income in 1949			
Less than $1000	16%	11.9%	18.7%
$1000 - $1999	31%	8.7%	13.7%
2000 - 2999	17%	16.2%	17.4%
3000 - 3999	18%	22.9%	18.1%
4000 - 4999	8%	16.3%	10.8%
5000 - 5999	5%) 7%	16.6%	12.5%
6000 - 6999	2%)		
7000 - 9999	1%	5.4%	5.7%
10000 - or More	.2%	2.0%	3.3%
Median Income	$2129	$3573	$3009
Unrelated Individuals	23%	4.1%	19.9%
Average Population per Household	4.4	3.4	2.7
Age Distribution of Population			
65 years and up	2%	4%	10%
45 - 64 years	9%	14%	16%
35 - 44 years	12%	14%	17%
25 - 34 years	22%	19%	17%
20 - 24 years	17%	12%	8%
15 - 19 years	10%	8%	5%
5 - 14 years	13%	15%	11%
0 - 4 years	14%	13%	8%

3. Housing Characteristics

a) Owner Occupancy

The Planning Area population in 1950 of 16,295 was housed in 4455 dwelling units, of which 1143 or 26% were owner occupied. This is a very low percentage in comparison with the Community 9 figure (59.9%) and the city-wide figure (35.6%). However, if the ridge area housing were to be separated out, the remaining properties would approximate the community figure since most of the blocks other than those on the ridge contain percentages of owner occupancy in excess of 46%. Almost half of these blocks have over 66% owner occupancy of dwelling units. (See small map: Percentage of Owner Occupancy by Block.)

b) Distribution of Dwelling Units

The distribution of dwelling units is available only for the census tract area L-5. It is shown below in comparison with the community and the city.

	L-5	Community 9	City
Single Family	33%	64.6%	34%
1- and 2-Family Semi-detached	2%	5.9%	2.5%
Two-Family	12%	10.7%	14.9%
3- and 4-Family	1%	3.%	11.6%
5 or more Families	51%	15.8%	37.1%

The presence of temporary war housing in the area no doubt accounts for the very high percentage of structures housing 5 or more families.

c) Dilapidation (U.S. Census of Housing 1950) (Small Map)

The number of dwelling units with no private bath or dilapidated amounted to 1.8% of the Planning Area total. None of these dwelling units were located on the ridge and the majority were on the north and northwest side of the Planning Area. This percentage is low in comparison with the Community (4.4%) and the city (10.2%). One block, with over 50% of the dwelling units with either no private bath or dilapidated has since been cleared of all residential structures for an expanded school and a recreation center (Burnett School and the Joseph Lee Recreation Center). Another such block at Third Street and Galvez Avenue has also been cleared of residential structures by condemnation proceedings. There remains only one block within the Planning Area with 20 to 49 percent of the dwelling units in this category, and a scattering of blocks with lower percentages. The war housing on the Hunters Point ridge is temporary and subject to demolition within a ten year span.

d) Overcrowding (U.S. Census of Housing) (Small Map)

Evidence of overcrowding (dwelling units with 1.51 or more persons per room) is largely confined to the temporary war housing area on the ridge. The number of such dwelling units amounts to 4% of the dwelling units in the Planning Area.

e) Age of Structures (Age of Structures Map - June 1955)

The census data for census tract L-5 show that of 8015 structures 9% were built in or prior to 1919, 21% were built between 1920 and 1939 and 70% were built in 1940 or later. The Planning Area probably contains a larger percentage of older structures than the census tract in which it is located, and the temporary housing on Hunters Point perhaps should not be equated with the permanent private housing in determining the general age of structures. If the temporary structures are replaced, and a great many of them are being replaced at present by public low-rent housing, the percentages would not be too far off. The following table shows the wide disparity between the census tract, the community and the city as a whole.

	L-5	Community 9	City
1940 or later	70%	47.4%	14.1%
1920 - 1939	21%	29.4%	35.9%
1919 or earlier	9%	23.2%	50.0%

The age of structures map points up the relatively large amount of old residential development on the northwest slope and the relatively large amount of new structures in the southern portion of the Area. Recent filling in of vacant lots and replacement of older structures is in evidence everywhere in the Planning Area. The Burnett School and the Joseph Lee Recreation Center have replaced almost a dozen structures of pre-1919 vintage. From the point of view of quality and area covered, the new permanent Public Housing Projects represent possibly the largest building undertaking to have occurred at any one time in this Planning Area, with the exception of the temporary war housing development.

f) Appearance of Structures (Appearance of Structures Map-June 1955)

Areas where the maintenance of structures tends to worsen are those in close proximity to the surrounding industrial area, or where there has been industrial intrusion into the residential area. In such cases maintenance of both residential and industrial structures is apt to be below standard. This is particularly true of the northwest corner of the Planning Area where industrial smells from the stock yards and meat processing plants provide a further reason for the deterioration of close by residential properties.

In general, however, the supply of permanent residential and commercial structures in the Planning Area is well maintained, particularly in the larger residential area south of the ridge.

All temporary war housing has been classified in the "demolition required" category regardless of present maintenance.

The permanent public housing project on the south side of the ridge in the vicinity of Palou Avenue and Ingalls Street falls below the maintenance standards of the surrounding neighborhood and of other permanent public housing projects in the city.

4. Circulation and Street Grades (Transit and Circulation Map - June 1955)

a) Circulation

Major thoroughfares, indicated in the adopted Trafficways Plan, that affect this area include Evans Avenue on the north; Oakdale Avenue connecting with Palou Avenue between Keith and Jennings Streets, and continuing east along this street to Crisp Road; and Third Street on the western boundary of the Planning Area.

A low-level expressway following the alignment of Fitch Street will tunnel under the Hunters Point ridge between Crisp Road and Innes Avenue.

b) Street Grades

There are few steep grades in the Planning Area except near the base of the ridge: for instance, Ingalls and Keith Streets north of Palou Avenue. Streets on the ridge were adapted to the terrain at the time of the war housing development, the original gridiron platting having been ignored. This has saved this area from having a number of excessive grades and useless streets.

Unpaved streets are largely outside the Planning Area in the recently filled tidelands. Impassable streets are mostly found around the base of the ridge where the original platting breaks off. A number of such impassable streets are stopped by cliffs, or on the north side of Innes Avenue, by the steep embankment between the street and the tideland area north of Hunters Point.

c) Transit Lines (Transit and Circulation Map - June 1955)

Transit lines carrying passengers into the industrial areas to the north and linking the Planning Area with the Downtown area are the #15 bus line on Third Street and the #42 bus line with one terminus in the Naval Shipyard and another circling the Hunters Point ridge along Northridge Road, Southridge Road and Kiska Road. Both of the #42 bus lines run on Third Street to Evans Avenue, (by way of Phelps and Fairfax Streets southbound), Hunters Point Boulevard and Innes Avenue.

The #51 shuttle bus line providing service into the Naval Shipyard from the south, runs along Palou Avenue to Crisp Road. This line terminates on the west at Mission Street and Silver Avenue.

5. Community Facilities

a) Commercial Facilities

As a crude measure of the number of commercial facilities accruing to this Planning Area, commercial facilities on the west side of Third Street were not inventoried. Thus, the following inventory is only a partial one for the community center located on Third Street. Here, there are fifteen auto sales, service and parking facilities, three restaurants and bars, four retail food outlets, nine personal service facilities (barbers, beauty shops, etc.), two stores handling dry goods, one florist, three furniture stores, two lumber supply outlets, a motion picture theater (in operation), a printing shop, five

professional and business offices, a radio repair shop, three vacant stores, and six miscellaneous facilities, including a bank, a saddle shop and two firms handling industrial tools and machinery. Industrial facilities included a basket manufacturing concern and a sausage company.

At scattered locations in the Planning Area there were eleven retail food stores, a bar, three personal service facilities, one dry goods store (variety), two warehouses and storage companies, one vacant store, and eleven miscellaneous industrial plants, including a hair factory and an electro-plating firm.

On the north side of Innes Avenue there were three parking lots, four retail food stores, two liquor stores, two personal service facilities, one business office, six restaurants, two warehouse and storage facilities, and one ship building firm.

b) Public Facilities

The following public facilities either within or outside the Planning Area, serve the area:

Elementary Schools

Burnett School - Lane Street and Newcomb Avenue
Jedediah Smith - Southridge Road near Hilltop Road
Ridge Point - Kiska Road (Temporary)
Ridge Point #2 - Harbor Road (Temporary, but to be replaced by a permanent facility)
Bayview - Bayview and Pomona Streets - outside Area

Junior High Schools

Portola - Burrows and Girard Streets - outside Area
Silver - Thomas Avenue near Silver Avenue - outside Area (To be constructed in present bond program)

High Schools

Balboa - in Community 10

Playgrounds

Silver Terrace - Silver Avenue near Bayshore Blvd. outside Area - 5.6A
Bayview Playfield - Third Street and Armstrong Avenue. outside Area - 4.4A (To be abandoned)
Joseph Lee Recreation Center - Newcomb Avenue and Mendell Street - .8A
Gilman Playfield - Gilman Avenue and Griffith Street outside Area - 6.78A

Parks

With the possible exception of Bayview Park which is largely undeveloped and lies well outside the area, there are no parks serving this Planning Area.

Fire

Engine 11 and Truck 17 - presently located at 1632 Oakdale. A new facility for these companies is under construction within the Planning Area at Ingalls Street and Shafter Avenue.

Engine 25 - 3305 Third Street - outside Area
Engine 42 - 2460 San Bruno Avenue - outside Area

Police

Potrero Station - 20th Street and Third Street - outside Area

Library

Bayview Branch - 5009 Third Street - a rented facility

Parochial Schools

Mount St. Joseph's Elementary and High School (Girls)
1700 Newhall Street - outside Area
All Hallows - 1625 Lane Street - Elementary

Summary Appraisal of Existing Conditions

The great question that must be asked about this Planning Area is the future use of its most prominent feature, the Hunters Point ridge. The question has been answered in part, by the recent construction of permanent public low-rent housing on most of the eastern half of the ridge. However, the remainder of the hill is not a small piece of property and its future use will, in no small measure, determine the character of the whole area.

Another question affects the Planning Area, not so directly but with as much impact, and that is what will be the future industrial development around the area. To the south a Produce Market, moved from its present location north of the Central Business District, is anticipated. To the north, the stock yards and meat processing plants present the harassing problem of a deleterious use which is not going to move out unless seriously prodded, and which in the meantime depresses not only residential but less intense industrial values all around it. To the east the rapid filling in of industrial tidelands will, if anything, be accelerated if present legislation proves effective.

Despite its proximity to industry and the disruptive effect of having a mass of temporary housing placed in its center, the stable portions of the Area, particularly south of the ridge, are not readily distinguishable from many middle income residential areas in this city, either in terms of maintenance or the quality of its housing. It is fairly spic and span, suffers from a lack of tree planting and from overly wide streets, and is being rapidly developed so far as the remaining vacant properties are concerned. None of this, as has been suggested, is particularly unique to this Area. The population composition seems to be, on general observation in the field, a thorough

unions of the races, suggesting that the working class population, at least in San Francisco, may have settled certain problems of integration without the usual psychological and physical strife, or, at least, without its becoming apparent or overt.

II Planning Area Development Plan

1. Land Use

a) Residential Density

Three residential densities, low, low-medium and medium are indicated in the plan. The low density area, at 55 persons per net acre, covers the area below the ridge on the north, northwest and south. Low-medium density (2-4 unit multiple dwellings) is shown on the lower reaches of the hill below Northridge and Southridge Roads. Medium density, at 110 persons per net acre includes the sites of the existing and scheduled public low-rent and Navy housing projects and a smaller area, west of these at the summit of the ridge. This distribution of densities follows the general principle expressed in the City-wide Land Use Plan, low densities generally being placed in flat areas with high densities on high sites or close to permanent open space.

b) Commercial Areas

A major change is shown in the location of the neighborhood shopping area on the summit of Hunters Point ridge on the west rather than the east side of Hilltop Road. The proposed site is presently occupied in large part by a temporary school. The reason for this change is made clear in the section on Public Facilities. The development plan shows a Community Business center between Newcomb and Shafter Avenues on Third Street. The remainder of the Third Street strip within the Planning Area is shown devoted to general business and services. A similar area occupies the north side of Innes Avenue between Griffith and Donahue Streets, except the northwest corner of Innes Avenue and Earl Street which is shown as a neighborhood shopping area. Another such small shopping area is shown located between Innes Avenue and Hunters Point Boulevard and occupying part of the Hawes Street right-of-way between these two streets.

c) Industrial Use

Two major adjustments are recommended in the line between the residential community and the working area: between Glavez and Hudson Avenues, placing both sides of Galvez in the Working Area from Newhall Street to Keith Street; between Van Dyke and Wallace Avenues, placing both sides of Van Dyke Street in the residential community area from Lane Street to Keith Street. Whether the north side of Innes Avenue from Innes to Donahue Street should be considered as being in the Working or the Community Area is a point still to be settled.

2. Circulation and Transit

a) Streets

Changes in the circulation pattern in the Planning Area that affect the Trafficways Plan to a greater or lesser degree include: 1) Galvez Avenue east of Hunters Point Boulevard to King Avenue in the Navy Yard is shown as a major thoroughfare. This is necessitated by the public utilities development on the line of Evans Avenue at Hunters Point Boulevard. 2) Palou Avenue is shown as a major thoroughfare

from Third Street to Crisp Road, assuming that the crossing from Carsdale to Palou Avenues will be made west rather than east of Third Street or that Palou Avenue will become the major thoroughfare on either side of Third Street. This change frees the elementary school from having a major thoroughfare along one of its boundaries.

One new street is shown in the plan between Northridge Road and Hilltop Road, being an extension of Harbor Road. Crisp Road is shown extended one block from its present terminus at Revere to Shafter.

Feeder streets, providing the circulating system within the Planning Area, include Middlepoint Road, Innes Avenue, Hudson Avenue, Wake Road, Harbor Road, portions of Northridge Road, Navy Road, Southridge Road, LaSalle Avenue, Newcomb Avenue, Shafter Avenue, Van Dyke Avenue, Lane Street and Ingalls Street. The remaining streets are classified as access streets.

b) Transit

A study of possible transit revisions in the area has been deferred pending further study and development of a transit plan to serve the city as a whole and the Bayshore Community. This Planning Area is adequately served by transit lines and the same or a similar loop line is recommended for service on the Hunters Point ridge in any ultimate development.

3. Public Facilities

a) Parks and Recreation Areas

A large playfield and park area is shown occupying most of the block bounded by Hilltop, Northridge and Southridge Roads. This park and playfield would surround the existing permanent school on three sides and would supercede the Commercial Area presently located near Hilltop and Southridge Roads. This facility is intended to serve the entire Planning Area and has a relatively central location. Although it is not too easily reached from all parts of the area due to the steep approach, it is the only available site with sufficient level land for a playfield. In general, the playing field would occupy the western part of the site (the present commercial area) and the park would extend around the north side of the school. The entire area east of Bayshore Boulevard is in need of planting and park facilities or areas that have a park-like quality. The proposed facility would replace the existing Bayview Playground on Third Street, between Armstrong and Carroll Avenues, in the Working Area.

Another small playground is located on Kiska Road at Attu Road. This facility is owned by the Housing Authority and will serve the public housing projects that surround it. The Joseph Lee Recreation Center is retained in the plan.

b) Schools

The two existing permanent elementary schools, Burnett and Jedediah Smith, are shown in the plan. The scheduled Middlepoint School, to replace a temporary elementary school facility, is also shown. Yet

to be ascertained is the probability and the need for a third school on the ridge, east of the new Jedediah Smith School.

c) Other Public Facilities

The firehouse presently under construction at Ingalls Street and Shafter Avenue conforms with the provisions of the adopted Firehouse Plan and will help provide protection for this residential area and the industrial areas surrounding it. It will replace an obsolete building located on Oakdale Avenue west of Third Street.

The branch library serving this area is presently in rented quarters. A new, permanent facility is suggested in the plan in the vicinity of the recreation center at Mendell Street and Oakdale Avenue. This site will conform with the adopted Library Location Plan.

No further permanent public housing is anticipated for the Area when the present program of building is completed.

4. General Appearance

Nothing will be so decisive in determining the ultimate over-all appearance of this Planning Area as the final development of Hunters Point ridge. The provision for a park on the summit should not be underrated, for similar treatment of hilltop areas elsewhere in the city, notably on Telegraph Hill and Buena Vista Hill, have given the surrounding areas a pleasant visual character that would be largely or entirely lacking were it not for these emphatic groups of trees and shrubs at a focal point in the area.

The quality of private development on the ridge is difficult to forecast. The area does not lack potentialities, but other factors -- the proximity of industry, future tideland filling, unforeseen economic difficulties and the ultimate parceling of the land -- will probably be decisive. The area is eminently suitable for the redevelopment process, particularly since most of the land is now owned by the city under the relinquishment provisions of the National Housing Act. A detailed development plan of the area should be prepared using skilled architects and engineers, as was done in the Diamond Heights and the Western Addition projects. Only by such an over-all approach to the problem can the obvious potential of the area be realized.

SF
C58.4
#12

Planning Area Study

JUNIPERO SERRA

Community 11 - Planning Area 11.6

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December 1957

EXISTING CONDITIONS

Terrain

A relatively flat area, although the district south of Ocean Avenue and east of Junipero Serra Boulevard is in a shallow depression, lower than any adjacent area.

Character

The residential area is for the most part devoted to large single family homes. Ingleside Terraces, to the east of Junipero Serra has more planting, larger houses and a greater number of older structures than the remainder of the area which is quite new. The Sonestown area, which includes garden and high rise apartments, is an abrupt departure from the surrounding residential development, and is separated from this by the large regional shopping center. Except in the area between Sloat and Eucalyptus, west of 19th Avenue, the street pattern is curving and varied. The Ingleside area reflects its original use as a race track in its street pattern. The two major streets through the area, 19th Avenue and Junipero Serra Boulevard, tend to segment the area into three separate sub-areas.

Predominant Land Uses

Residential

Ingleside Terraces and the Lakeside subdivisions, east and north of Stonestown are entirely low density developments. Stonestown includes both medium and high density development, although overall densities are probably fairly low considering the amount of open area within the residential development.

Commercial

This Planning Area includes the regional shopping center at Stonestown; a neighborhood shopping center (Lakeside Village) on Ocean Avenue between 19th Avenue and Junipero Serra Boulevard; a row of medical offices on the south side of Ocean Avenue, east of Junipero Serra; and the southern part of the community shopping center on Ocean Avenue between Manor Drive and Ashton Avenue.

Population Characteristics

Total 1950 - 6,094

Census Tract - 07 (This includes all of the area east of 19th Avenue and a large part of the Planning Area 11.4 (Monterey). It does not include the Stonestown area which was under construction at the time of the Census.) Population 7,128 (Non-White: 1.3%)

Schooling (persons 25 years and older)

	Census Tract	Comm.	City
8 years or less	16.5%	23.2%	34.1%
1-3 years H.S.	12.0	16.1	16.[illegible]
4 years H.S.	32.3	33.7	24.[illegible]
1-3 years College	16.9	13.7	10.[illegible]
4 years+College	20.3	13.3	6.[illegible]
Not reported	2.0	-	-

Residence in 1949 (persons 1 year and older in 1950)

Same as in 1950	87.6%	81.6%	80.7%
Average Population per Household (Planning Area)	3.2	3.3	2.[illegible]
Unrelated Individuals	6.2%	5.4%	19.[illegible]

Age Distribution

0 - 4	6.5%	9.3%	8.1%
5 - 14	15.2	13.2	[illegible]
15 - 19	5.8	5.3	[illegible]
20 - 24	4.4	6.0	[illegible]
25 - 34	8.9	14.8	17.[illegible]
35 - 44	17.5	17.3	16.7
45 - 65	33.0	26.5	25.[illegible]
65 +	8.8	7.1	9.[illegible]

Median Income (Families and unrelated individuals)	$6689	$4948	$3009

Labor Force

2984 or 51.6% of population 14 years and older. Women on labor force, [illegible] 26.[illegible] of all women 16 [illegible]

Housing Characteristics

Total D.U.'s (1950) - 1584
Census Tract 07 - 2176

	Census Tract or P.A.	Comm.	City
Owner Occupancy (Planning Area)	93.4%	74.2%	35.6%
Distribution of Dwelling Types			
Single Family	97.4%	86.2%	33.9%
1-2 Family Semi-detached	.05	1.3	2.5
Two Family	1.6	7.4	14.9
3-4 Dwelling Units	0.3	1.2	11.6
5 + Dwelling Units	0.2	3.9	37.1
No Private Bath or Dilapidated (P.A.)	.02%	1.0%	10.2%
Overcrowding (1.51+persons per room) (Planning Area)	Negligible	-	-
Age of Structures (by year built)			
1940 or later	19.9%	34.1%	14.1%
1930 - 1939	28.8	21.9	10.0
1920 - 1929	47.5	33.1	25.9
1919 or earlier	3.8	10.9	50.0

Maintenance

Generally good to superior throughout. The spottiest maintenance is to be found in the older Ingleside Terraces area.

Public Facilities

Elementary Schools

Commodore Sloat (Darien and Junipero Serra Blvd.) K-6, outside but adjacent to area.

Ferrewi (Holloway and Capital) K-6, outside area.

Lakeshore (Middlefield near Eucalyptus) K-6, outside area.

Public Facilities (Cont'd)

Junior High School

Aptos (Aptos near Upland) outside but adjacent to area.

High Schools

Abraham Lincoln (24th Avenue and Rivera) outside area.

Balboa (Cayuga and Onondago) outside area.

Other Schools and Institutions

Mercy High School (19th Ave., near Broadmoor) Catholic, girls.

St. Stephen's (Eucalyptus near 24th Ave.) boys and girls elementary, Parochial.

St. Emydius (Ashton and De Montford) boys and girls elementary, Parochial, outside but adjacent to area.

West Portal Lutheran School (Sloat near Ardenwood) elementary and junior high school.

YMCA-Stonestown Branch (Eucalyptus near 19th Avenue)

Christian Science Benevolent Association (Wawona near 15th Avenue) Sanitarium.

Playgrounds

Junipero Serra (Lyndhurst and Densiowe) 1.5 Acres.

Aptos Playfield (Aptos and Ocean) 4.6 Acres, outside but adjacent to area.

Parks

Sigmund Stern Grove (Sloat and 19th Avenue) 33.2 Acres.

Fire

Engine #30 (Winston and Buckingham)
Engine #38 (Phelan and Ocean) outside area
Engine #49 (18th Avenue near Rivera) outside area
Engine #39, Truck #15 (Portola and Marne) outside area

Police

Ingleside Station (In Balboa Park) outside area

Library

Merced Branch (19th Ave. and Winston)

Transit

K Street car-Junipero Serra & Ocean Avenue, (Downtown)
M Street car-19th Avenue, (Shuttle)
#17 Coach line-Junipero Serra, Ocean, 19th Avenue, (Shuttle)
#18 Coach line-Buckingham Winston, Eucalyptus, Junipero Serra, Sloat, (Crosstown)
#28 Coach line-Junipero Serra, Winston, Eucalyptus Sloat, 19th Ave. (Crosstown)

Trafficways

Freeways-Junipero Serra (Proposed)
Major Thoroughfares
Ocean Avenue
Sloat Boulevard
19th Avenue
Secondary Thoroughfares
Holloway Avenue
Winston Drive (West of 19th Ave.)

DEVELOPMENT PLAN

Residential Densities

Low Density (55 persons per net acre)

Excepting the Stonestown area, south of Eucalyptus and west of 19th Avenue, the entire Planning Area is low density development. Thi is, for the most part, a lower density than the Planning Area standard.

Medium Density (110 persons per net acre)

The area in Stonestown developed in garden court apartments is shown in the Plan in a medium density classification.

High Density (200 persons per net acre)

The area in Stonestown developed in high rise apartment buildings is shown in a high density classification. The over-all density may be somewhat lower than the Planning Area standard because of the large amount of open area.

Commercial Areas

Neighborhood Shopping Center:

Ocean Avenue between Junipero Serra Boulevard and 19th Avenue is indicated in the Plan as a Neighborhood Shopping Center.

Community Business Center:

Ocean Avenue between Victoria Street and Ocean Avenue is indicated as a Community Business Center. The Stonestown Regional Shopping Center near 19th Avenue and Winston Drive is shown in the same classification, although its trading area is considerably larger than the area of the community in which it is located. The goods and services offered here are, however, comparable, though on a larger scale.

General Business and Services:

On the south side of Ocean Avenue between Junipero Serra Boulevard and Paloma a recently developed row of medical offices is shown in the above classification.

Public Facilities

Schools:

No new school facilities are indicated in the Plan within the Planning Area.

Parks and Recreation Areas:

No new facilities are indicated in the Plan.

Other:

The proposed Freeway route along Junipero Serra Boulevard will require crossover streets at Holloway Avenue, Winston Drive and Ocean Avenue. Eucalyptus Drive is shown as a major thoroughfare between Junipero Serra Boulevard and 19th Avenue, rather than Ocean Avenue as shown in the Trafficways Plan.

The route of the proposed Freeway north of St. Francis Circle is still in question.

Renewal:

This area is classified as a renewal area. The most vulnerable section is the older Ingleside Terraces subdivision which, however, is at present, in generally good condition. Care must be exercised, if the Freeway is built as contemplated, to protect the adjacent areas from possible bad effects.

The need for development of the Lake Merced border will be discussed in another Planning Area study.

SF
C58.4
#13

5/2

Planning Area Study

LAFAYETTE PARK

Community 5 - Planning Area 5/2

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EXISTING CONDITIONS

Terrain

A mount with its summit in Lafayette Park, (320+') falling steeply to the north (the Pacific Heights Slope) and gradually to the east, south and west. (120' at Post and Fillmore). This mound is part of a ridge extending west from Polk Street into the Presidio.

Character

Along the north slope, a high density, high income residential area with a great mixture of building types. To the south, particularly west of Laguna Street and south of California, an older, poorer area of predominately small wooden structures.

Pompous, extravagant town houses alternate with large apartment houses along the Pacific Heights slopes. Some of the former are now "guest houses" for young, single businessmen and women.

Predominant Land Uses

Residential

Two types of high density residential dwellings are to be found. Around Lafayette Park and stretching west to Fillmore Street along the northern border of the area are located the major large apartment houses. To the south are located the rooming houses and small apartment houses and flats on crowded lots. West of Lafayette Park there is a medium density area containing single family homes, small apartment houses and flats in generally good repair. Vacant land is scarce and usually the result of the demolition of older structures. There has been considerable replacement of older structures in the northern area.

Commercial

The community business and shopping center is located along Fillmore Street south of Jackson. The Japanese business center is located on Post and Buchanan Streets. Along the eastern boundary of the area is a general business area including part of the Van Ness Avenue automobile row. There are scattered commercial uses along Post and Sutter Streets.

Industrial

Laundries, heavy automobile repair and some warehousing are the principal industrial uses in the area.

Population Characteristics

Total 1950 - 23,478
Census Tract - B-6, B-10, J-10, J-11, 19,120
Non-White - 35.2%

Schooling (persons 25 yrs. and older)

	Census Tracts	Comm.	City
8 yrs. or less	22.2%	15.0%	34.8
1-3 yrs. H.S.	12.5	17.1	16.0
4 yrs. H.S.	27.5	28.0	21.5
1-3 yrs. College	15.3	19.5	18.5
4 yrs. + College	15.2	9.4	8.9
Not reported	6.7	-	-

	Census Tracts	Comm.	City
Residence in 1949 (Persons 1 yr. or older in 1950) % same as in 1950:	75.5%	76.8%	80.9
Average population per Household	2.6	2.4	2.7
Unrelated Individuals	35.7%	27.1%	19.9%
Median Income			
High B-6	$3177	$3418	[illegible]
Low J-1	$2211	-	-
Age Distribution			
0 - 4	4.8%	7.0%	8.1
5 - 14	5.4	9.1	9.[illegible]
15 - 19	3.1	4.0	[illegible]
20 - 24	8.4	8.4	9.7
25 - 34	19.[illegible]	20.1	19.[illegible]
35 - 44	17.0	17.3	16.7
45 - 64	28.7	25.[illegible]	25.7
65 and over	12.9	10.7	9.[illegible]

Labor Force:

10,885 or 63.0% of population 14 years and older. Women on Labor Force, 47.1% of labor force = 32.1% of women 14 years and older.

Housing Characteristics

Total D. U. 's (1950) - 9,056
Census Tracts - 7,643

	Census Tracts or P.A.	Comm.	City
Owner Occupancy			
Percent of D.U.'s (P.A.)	10.4%	12.7%	35.6%
Distribution of Dwelling Types (Census Tracts)			
Single Family	7.3%	10.5%	33.9%
1-2 Family Semi-detached	0.5	1.9	2.5
2-Family	6.5	11.4	14.9
3-4 Family	10.3	15.6	11.6
5 plus D.U.'s	75.4	60.6	37.1
No private bath or dilapidated (P.A.)	19.7%	27.2%	10.2%
Overcrowding (1.51+ persons per room) (P.A.	3.3%	-	-
Age of Structures (by year built) Census Tract)			
1940 or later	2.1%	2.8%	14.1%
1930 - 1939	6.6	5.2	10.0
1920 - 1929	26.8	20.5	25.9
1919 or earlier	64.4	71.5	50.0

Maintenance

The poorest maintenance is to be found in the area west of Octavia Street and south of Pine Street and, west of Webster Street, south of Clay Street. Maintenance in the vicinity of Lafayette Park is generally good to superior. The same applies to properties along Broadway and Pacific Avenue.

Public Facilities

Elementary Schools
- Pacific Heights (Jackson and Webster) K-6
- Raphael Weill (O'Farrell and Buchanan) K-6, Outside Area

Junior High Schools
- Benjamin Franklin (Scott and Geary) Outside Area
- Marina (Fillmore and Chestnut) Outside Area

High Schools
- Galileo (Francisco and Van Ness) Outside Area
- Lowell (Hayes and Ashbury) Outside Area

Other Schools
- Gough (Washington and Gough) oral teaching of deaf children
- St. Brigid's Elementary (Franklin and Broadway) Boys and Girls, Parochial
- Morning Star School (Octavia and Pine) Japanese Mission, Boys and Girls Elementary
- S.F. College of Mortuary Science (Post near Gough) a regional facility
- Stanford Medical School (Webster and Clay)

Playgrounds
- Hamilton (Geary and Scott) 5.5 Acres

Parks
- Lafayette Park (Laguna and Washington) 11.5 Acres

Other Recreational
- Drama Workshop Building (Sacramento near Fillmore)

Fire
- Engine #15 (California near Laguna)
- Engine #34 (Turk and Webster) Outside Area
- Engine #26 (Presidio and Euclid) Outside Area
- Engine #3. Truck #3, (Post near Larkin) Outside Area
- Engine #23 (Washington near Divisadero) Outside Area

Public Facilities (Continued)

Police

Northern Station (Ellis near Van Ness)
Outside Area

Library

Main Library (Civic Center) Outside Area
Golden Gate Valley (Green and Gough) Outside Area

Transit

#1 Sutter, Fillmore and California (Downtown) Trolley bus
#2 Sutter Street (Downtown)Bus, Limited Stop
#2X Bush and Pine (Downtown Express) Bus
#3 Sutter, Fillmore and Jackson (Downtown) Trolley Bus
#22 Fillmore (Crosstown) Trolley Bus
#24 Jackson (Crosstown) Terminal at Jackson and Webster, Bus
#45 Van Ness (Downtown via Sutter) Bus
#47 Van Ness (Crosstown) Trolley Bus
#55 Sacramento and Clay (Downtown) Bus
#60 Washington and Jackson, Bus

Traffic

Major Thoroughfare:
Van Ness Avenue (Expressway)

Secondary Thoroughfares:

California Street
Broadway (East of Webster)
Webster (South of Broadway)
Jackson (West of Webster)

DEVELOPMENT PLAN

Residential Densities

High Density

(220 persons per net acre)

The high density areas lie mainly on the eastern side of the Planning Area between Van Ness and Gough north of Sacramento Street, extending between Van Ness (Franklin) and Buchanan along Sacramento and California Streets, and extending to a point east of Laguna Street from Franklin or Gough between Pine and Post Streets. The high density area extends along the northern border of the Park to Laguna Street and between Laguna and Fillmore Streets along Pacific and Broadway.

Medium Density

(110 persons per net acre)

The remaining residential area except as noted below.

Low Density

(55 persons per net acre)

On Pacific and Broadway, west of Fillmore Street to Steiner.

Acreages	Pop.
Low Density	
Medium Density	
High Density	
Total	

Commercial Areas

Community Business and Shopping Center: Along Fillmore from Post to Jackson Streets and between Fillmore and Steiner on Post, Sutter and California Streets. The Japanese Business Center is shown along Post Street between Laguna and Buchanan and on Buchanan between Post and Sutter. The Plan suggests using Buchanan Street between Post and Sutter Streets as a Pedestrian Mall.

General Business and Service: Along the eastern border of the area on Van Ness Avenue between Broadway and California; between Van Ness and Franklin, California to Bush Street; between Van Ness and a point east of Gough Street on Bush, Sutter and Post Streets.

There are no light industrial areas shown in the plan.

Acreages	A/1000
Neighborhood Shopping	
Community Business	
General Commercial	
Total	

Public Facilities

Schools:

The present location of the Stanford-Lane Hospital and the Stanford Medical School would be an ideal situation for an elementary school serving this area. When the Stanford Medical School leaves this area is scheduled, and if the Stanford Hospital should not continue to use it is proposed that the City acquire this site for a new school to replace the Pacific Heights School which has a very inadequate site. Failing this, the present site of Pacific Heights School should be enlarged.

Parks and Recreation Areas:

No new park or recreation facilities are proposed in this area. The enlarged facility near Hamilton Square scheduled in the redevelopment plan (Geary Area-see Planning Area 5.3) will serve parts of this area.

Other:

A new branch library is proposed in the Library Location Plan near Jackson and Fillmore Streets.

The Plan suggests using the north side of Clay Street between Webster and Buchanan for hospital use if the existing Stanford Hospital should be replaced by an elementary school. This block contains some of the Stanford Medical School buildings and [illegible]

SF
CS24
#14

Planning Area Study

LONE MOUNTAIN

Community 5 - Planning Area 5.4

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[illegible]

[illegible]

[illegible] Hayes Valley [illegible] between Buena Vista and Lone [illegible]tain peaks widening east [illegible] Broderick Street into the Hayes Valley. The area is also defined on the southeast by the summit in Alamo Square.

[illegible]

[illegible] contrast in age of [illegible] and income level between the areas south of Fulton and, on the east side, between Scott and Broderick [illegible] Buena Vista tract and [illegible] of west of Masonic [illegible] Golden Gate and Turk, [illegible] latter two being newer [illegible] in income scale. [illegible] residential land uses [illegible] parts of the area combining row and two-family [illegible], flats and small apartment buildings. Many large [illegible]tutional uses create open [illegible] the west side of the [illegible] area. Architectural [illegible] from decaying Victorian [illegible] local eclectic to [illegible] bona fide modern [illegible] Vista.)

Predominant Land Uses

Residential

Old and middle-aged areas on the east and south predominately wood construction flats and small apartment houses. Some large, concrete apartment buildings near Alamo Square. Newer areas contain more single family dwellings, some individually designed but largely typical row housing. "Step down" apartments between Terra Vista and O'Farrell Streets are an unusual feature. Best of older housing west of Masonic near the Panhandle. Developable property limited to scattered vacant lots.

Commercial

Regional shopping center at Geary and Masonic (Sears), local shopping areas along Divisadero and the former car barn site at Fulton and Masonic (Petrini Plaza). Scattered commercial uses along Hayes and McAllister.

Other

University of San Francisco, San Francisco College for Women, St. Ignatius High School and other Catholic institutions provide the western boundary of the area. U.S.F. is the most heavily developed of these. Three large hospitals also located in the area.

Population Characteristics

Total 1950 - 18,916
Census Tracts - J5, J7, J11, J14 - 89,[illegible]
(Non-White - 19.8%

Schooling - persons 25 years and older

	Census Tract	Comm.	City
8 years or less	30.5%	35.0%	34.[illegible]
1-3 years H.S.	16.1	17.1	16.[illegible]
4 years H.S.	30.4	26.0	29.[illegible]
1-3 years College	9.2	10.5	10.[illegible]
4+ " College	8.[illegible]	9.[illegible]	8.7
Not reported	5.2	-	-

Residence in 1949 (Persons 1 yr. or older in 1950)

Same as in 1950	79.1%	76.8%	60.[illegible]

Average Population per Household	2.5	2.4	2.7

Median Income (Families and Unrelated Individuals)

High J5 -	$2838	$2418	$3000
Low J7 -	$2426		

Unrelated Individuals	20.2%	27.1%	[illegible]

Age Distribution

0 - 4	7.6%	7.0%	8.1%
5 - 14	7.9	7.1	9.3
15 - 19	4.8	4.0	5.2
20 - 24	8.7	8.4	[illegible]
25 - 34	19.1	20.1	[illegible]
35 - 44	17.0	17.3	[illegible]
45 - 64	25.2	25.6	25.7
65 and over	9.7	10.7	9.[illegible]

Labor Force

14,833 or 59.2% of population 14 years and older. Women on labor force, 40.1% of labor force or 43.6% of women 14 years and older.

Housing Characteristics

Total D.U.'s (1950) - 7,536
Census Tracts - 11,346

	Census Tract or P.A.	Comm.	City
Dwelling Occupancy			
Percent of D.U.'s (P.A.)	19.3%	12.7%	35.6%
Distribution of Dwelling Types			
Single Family	14.9%	10.5%	33.9%
1-2 Family Semi-detached	2.5	1.9	2.5
2-Family	18.2	11.4	14.9
3-4 Family	18.9	15.6	11.6
5+ D.U.'s	45.5	60.6	37.1
No private bath or dilapidated			
Percent of D.U.'s (P.A.)	16.9%	27.2%	10.2%
Overcrowding (1.51+ persons per room)			
Percent of D.U.'s (P.A.)	3.3%	-	-
Age of Structures (by year built)			
1940 or later	4.1%	2.8%	14.1%
1930 - 1939	8.3	5.2	10.0
1920 - 1929	19.1	20.5	25.9
1919 or earlier	68.5	71.5	50.0

Maintenance

The area bounded by Geary, Broderick, Turk, Masonic, Fell and Scott is for the most part, poorly maintained with several buildings, including a former school building, indicating a need for demolition.

Less poor is the area between Masonic, Fulton, Stanyan and Fell, although both schools in this area are below standard in maintenance.

The highest standards of maintenance are to be found in the newer areas, although individual structures occasionally fall below the general level of maintenance here.

Public Facilities

Elementary Schools

Andrew Jackson (Grove near Clayton) K-6
Anza (Vega near O'Farrell) K-6

Junior High Schools

Benjamin Franklin (Geary and Scott) outside Area
Roosevelt (Arguello near Geary) outside Area

High School

Lowell (Hayes and Ashbury) 9-12

Other Schools

St. Ignatius (Stanyan and Turk) Catholic, Boys' High School
Presentation (Masonic and Turk) Catholic, Girls' High School
University of San Francisco (Fulton near Parker) Catholic
San Francisco College for Women (Turk near Parker) Catholic

Parks

Alamo Square (Scott and Fulton) 12.5 Acres - Adjacent to Area.
Golden Gate Park and Panhandle (bordering area on south and west)

Playgrounds

Hamilton Playfield (Scott and Geary) 5.5 Acres outside Area.

Fire

Engine #26, Truck 10 (Euclid and Presidio) outside Area
Engine #34 (Turk and Webster) outside Area
Engine #21 (Oak near Webster) outside Area*
Truck #5 (Geary near Divisadero) outside Area*

*See Development Plan

Police

Park Station (near Waller and Stanyan) outside Area

Library

[illegible] Branch (Page and Cole) outside Area

Health and Welfare

St. Mary's Hospital (Stanyan and Hayes)
Kaiser Hospital (Geary and St. Joseph's Avenue)
Southern Pacific Hospital (Baker and Fell)
[illegible] Children's Home (Broderick and Fulton)
State Department of Mental Hygiene (Grove and Baker)
St. Elizabeth's Infant Hospital (Masonic and Geary)
San Francisco Medical Society (Masonic and Fell), Blood Bank

Transit

#5 - McAllister, Central and Fulton (Downtown) Trolley bus
#21 - Hayes (Downtown) Trolley bus
#24 - Divisadero (Crosstown) bus
#16X - Turk west and Golden Gate east (Downtown) Express bus passing through area.
#21 - Eddy, Divisadero and Turk (Downtown) bus
#38 - Geary (Downtown) bus
#43 - Masonic (Shuttle) bus

Traffic

Freeway - Western (Proposed)

Major Thoroughfares:

McAllister (east of Divisadero)
Divisadero
Geary (Expressway)

Secondary Thoroughfares:

Fulton (west of Masonic)
McAllister (east of Masonic)
Masonic

DEVELOPMENT PLAN

Residential Densities

Density
persons per net acre):
the Panhandle (Fell
Lyon to Stanyan; along
, Fell to Fulton;
Scott Street Fell to
north of Grove Street.
en Eddy and Turk, Divisa-
and Scott (Public Hous-

Density
persons per net acre):
remaining residential
except as noted below.

Medium Density
nately 1-4 unit dwell-
South of Terra Vista,
of St. Joseph's north
Turk and east of Anza
between Turk and
Gate from Masonic to
er.

Density
persons per net acre):
ing Terrace

Acreages	Pop.

Commercial Areas

Neighborhood Shopping Centers:

On Divisadero between Fell and Eddy and O'Farrell; Fulton, Masonic to Central.

General Businesses and Services:

Along Geary between Masonic and Lyons (Sears) and between St. Joseph's and Divisadero.

Acreages	A/1000
Neighborhood Shopping	
Community Business	
General Commercial	
Total	

Public Facilities

Schools:

With the relocation of Lowell High School, this site might provide a more adequate and more centrally located area for an elementary school.

The present elementary school serving this southwest area is in fairly good condition, however, and the timing of such a move might be disadvantageous, in which case the present elementary site would be maintained and the high school site relinquished.

No other schools are shown in the plan.

Parks and Playground Areas:

The former school site on Sullivan near Baker could provide for a small park, playground or playlot. While such small facilities are considered unnecessary, the surrounding area is badly in need of open amenity and is not too well served by play facilities. The existing obsolete structure should be removed in any case. All other parks and playgrounds are retained.

Other:

The widening of Geary Boulevard between Broderick and Scott is part of the Geary Area Redevelopment plan, as is the closing of Broderick between O'Farrell and Geary. The plan also suggests the extension of St. Joseph's Ave., between Turk and Ellis, and of Scott between Turk and Fell. (Public Housing Area)

The plan shows Fulton as a secondary thoroughfare between Stanyan and Divisadero.

A new Firehouse to be located at Grove near Baker, to replace Oak near Webster.

Questions:

Western Freeway route east of Baker Street.

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Planning Area Study

McLAREN PARK - PORTOLA
COMMUNITY 9 - PLANNING AREA 1

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PLANNING AREA STUDY - McLAREN PARK - PORTOLA
Community 9 - Planning Area 1

I Existing Conditions

The McLaren Park-Portola Planning Area is a sizable area lying in the northwest corner of the Bayshore Community. To the west and the north it is bounded by the Community boundary near Madison Street and along Alemany Boulevard, on the east by the Bayshore Freeway and on the south by Mansell Street and John McLaren Park.

The area rises unevenly from the Alemany Boulevard gulch (20 feet above sea level) on the north, to the crest of the ridge (400 feet) generally along the line of Mansell Street in John McLaren Park. The area also slopes up from San Bruno Avenue (60 feet) on the east, steeply south of Woolsey Street and more gradually north of this street as far west as Cambridge Street. West of Cambridge Street and south of Silver Avenue there is a steep slope to the community line near Madison Street. (480 feet)

1. Land Use (Existing Land Use Map, September 1955)

The greater part of this Planning Area is devoted to single-family dwellings, most of these being row houses. Along the eastern side of the Planning Area, on or close to San Bruno Avenue there is a mixture of dwelling types in the low-medium density range (2-4 dwelling units) although this area is also predominantly in low density.

San Bruno Avenue is the commercial center for the Planning Area and serves at least part of the Silver Terrace area (9.2) as well. The concentrated commercial development along San Bruno Avenue stops north of Silver Avenue and south of Wayland Street. There are scattered stores elsewhere in the Planning Area, principally along Silver Avenue, but no other well developed commercial center.

A number of industrial uses are located in the blocks north of Silver Avenue and adjacent to San Bruno Avenue. Most of these are light industrial in character. Other small light industrial uses are scattered along San Bruno Avenue, south of Silver Avenue.

A Water Department reservoir (University Mound) occupies the center of the Planning Area, north and south of Bacon Street and west of Bowdoin Street. The area also accommodates a number of large private institutional uses including an old people's home, a Catholic home for girls and a theological seminary.

Finally, the area contains a number of commercial greenhouses and nurseries most of which are located west of University Mound.

2. Population Characteristics

The Planning Area contained a population of 10,868 in 1950. Due to the large amount of development that has occurred particularly in the western part of the Planning Area since that date, it may be assumed that the population today is somewhat higher. The whole of Community 9 experienced something over a 50 percent population increase in the period between 1940 and 1950.

Two census areas, M-5 and M-10, were used to gather data not available on a block basis. While roughly corresponding to the Planning Area this census area also includes the Sunnydale Public Housing Project, south of John McLaren Park. Certain characteristics, particularly in regard to building types, will be affected by this inclusion.

The census tract area had a population of 15,624. Of this population, 99.1 percent were white and 0.3 percent were negro. Of the white group, 13.2 percent were foreign born, largely of Italian nativity.

Unrelated individuals accounted for 4.2 percent of the population: about the same percentage as for the community (4.1%) and considerably below the city-wide percentage (19.9%). The area is a family neighborhood both in respect to the kind of residences in the area and the composition of the population.

Schooling in the area for persons 25 years or older, as compared with the community and the city as a whole, is summarized in the following graph.

	M-5 and M-10	Community 9	City
8 years or less	35.8%	41.5%	34.6%
1-3 years High School	22.1%	21.2%	16.8%
4 years High School	27.9%	27.9%	29.4%
1-3 years College	7.0%	6.1%	10.5%
4 years College	3.7%	3.3%	8.7%

Of the persons one year or older in 1950, 78.9 percent occupied the same residence in 1949. This is somewhat lower than the community percentage (83.2%) and that of the city as a whole (80.7%).

The labor force in the census area amounted to 5891 individuals. Of this number 28 percent were women representing 28.7% of all women in the census area 14 years or older.

The average population per household was 3.21 persons in census tract M-5 and 3.81 in census tract M-10. These compare with 3.4 persons per household in the community and 2.7 in the city as a whole.

Median income was $3504 in census tract M-5 and $2993 in census tract M-10. The median income in the community was $3573 and in the city as a whole $3009. It is probable that the inclusion of the public housing project in the latter census tract accounts for its rather low median income figure.

Age distribution in the two census tracts in comparison with the community and the city as a whole is shown below:

	M-5 and M-10	Community 9	City
65 years and older	6%	4%	10%
45 - 64	18%	14%	16%
35 - 44	15%	14%	17%
25 - 34	18%	19%	17%
20 - 24	7%	12%	8%
15 - 19	6%	8%	5%
5 - 14	17%	15%	11%
0 - 4	13%	13%	8%

In general the census area has a population that is somewhat older than the community as a whole, although in the age group between 0 and 14 years the percentages are the same or greater than those of the community. The percentage in the 45-64 year age group is, however, greater than that for the city as a whole which in general has the largest percentages in the older age groups.

3. Housing Characteristics

a) Owner Occupancy

The Planning Area contained 3461 dwelling units in 1950. Of these 2384 or 68.8 percent were owner occupied. In comparison the community had 59.9 percent of its dwelling units owner occupied and the city as a whole had 35.6 percent owner occupancy.

Owner occupancy by block shows the lowest percentages in the blocks bordering the Planning Area on the north where there is temporary government housing and on the east where there is a greater number of multiple units and a mixture of business and residences and residences over business, particularly along San Bruno Avenue. Almost all blocks in the interior of the Planning Area had an amount of owner occupancy of 46 percent or more, and the majority of these blocks had more than 65 percent occupancy. (See small map: Percentage of owner occupancy dwelling units by block)

b) Distribution of Dwelling Types

The following graph shows the distribution of dwelling types in the two census tracts as compared with the community and the city.

	M-5 and M-10	Community 9	City
Single-family	70.1%	64.6%	34%
1- and 2-Family Semi-detached	2.8%	5.9%	2.5%
2-Family.	7.1%	10.7%	14.9%
3- and 4-Family	2.9%	3.0%	11.6%
5 or more Families	17.1%	15.8%	37.1%

The relatively large figure for dwellings with five or more family units is probably partly a result of the inclusion of the Sunnydale Public Housing Project in census tract M-10. This project is not included in the Planning Area.

c) Dilapidation (U. S. Census of Housing and Small Map)

A total of 130 dwelling units or 3.7 percent of the units in the Planning Area were classified as having no private bath or dilapidated in the 1950 census. The location of such units seems fairly scattered, the highest block percentages occurring south of Woolsey Street, which area, at the time of the census, was largely undeveloped. Since that time a number of these units have given way to new development, particularly in the segment west of Holyoke Street. A large number of blocks with low percentages (2-9%) of dwelling units with no private bath or dilapidated were located north of Silliman Street east of Bowdoin Street and south of Woolsey east of Goettingen Street.

A relatively large number of structures were razed in the blocks between San Bruno Avenue and Bayshore Boulevard to accommodate the Bayshore Freeway right-of-way. Such clearing may have further reduced the number of dilapidated structures in the Planning Area.

d) Overcrowding (U. S. Census of Housing and Small Map)

Sixty-one dwelling units or 1.8 percent of the total number of dwelling units in the Planning Area contained 1.51 or more persons per room. This small number of units seems largely concentrated in the temporary housing project operated by the U. S. Navy adjacent to Alemany Boulevard.

e) Age of Structures (Age of Structures Map, September 1955)

The three stages of development, 1919 or prior, 1919-1948 and since 1948, are discernible in the map. The earliest development occurred close to San Bruno Avenue with one clump in the Silver Avenue area and another around Woolsey Street. In the intermediate period these two clumps grew together and filled out, and growth extended greatly in the western part of the area on both sides of Silver Avenue filling in the once vacant land between the Portola district and the Excelsior District on the west. In the most recent period, growth has occurred and continues to occur in the hilly area south of Woolsey Street, particularly west of Hamilton Street, and in the segment south of Felton Street and west of University Street.

In addition, a rapid process of filling-in on vacant parcels in the older areas continues, while some older structures have been removed, creating new building sites. The eastern-most part of the area has only one greenhouse and one nursery remaining in it, but the area west of University Street still contains a large number of such structures and uses, some of recent construction.

This area has experienced rapid growth in recent years; the remaining, vacant properties are being developed at a pace that would suggest that within the next few years the area will have reached its ultimate primary development.

The following table compares the amount of growth in percentages for different periods with the growth of the community and city during the same periods.

	M-5 and M-10	Community	City
1940 or later	47.3%	47.4%	14.1%
1930 - 39	15.2%	13.2%	10.0%
1920 - 29	18.9%	16.2%	25.9%
1919 or earlier	18.5%	23.2%	50.0%

f) Appearance of Structures (Appearance of Structures Maps, September 1955)

Maintenance in this Planning Area is spotty as has been the case in most of the areas studied heretofore. While the older sections of the area show a number of poorly maintained buildings it does not appear that the newer areas are significantly better in this respect. This is largely due, in regard to the newer buildings, to the rather poor quality of surfacing and paint put on the buildings when built, and which now appears dingy and streaked, with flaking trim and rusting gutters.

With the exception of the newest school in the area (Hillcrest Elementary), public buildings provide no source for example. Indeed, the recreation building in Portola Playground is in a disgraceful stage of disrepair. This building however is to be moved to another site in the playground and rehabilitated as provided for in the bond issue of November 1955.

Some greenhouses are less well maintained than others. None is precisely an asset to the surrounding residential areas.

The temporary war housing near Alemany Boulevard requires demolition under the provisions of the War Housing Act, and, in any case, will be superceded by the projected Southern Freeway.

A number of buildings, some accessory in nature, and others, old and dilapidated residences, have been put down for demolition. Included among these is a greenhouse on Oxford Street which appears to be in the process of demolition. Poorly maintained fences abound in the area. The maintenance of yards and vacant properties, while not usually noted or recorded in this quick survey, in many cases leaves a great deal to be desired.

4. Circulation and Street Grades (Transit and Circulation Map, September 1955)

a) Circulation

The adopted Trafficways Plan includes the Bayshore Freeway running along the eastern border of the Planning Area and completed through this part of its route and the Southern Freeway projected along the general route of Alemany Boulevard, and which will become the northern boundary of the area.

The plan also shows Silver Avenue as a secondary thoroughfare in the north; and Mansell Street, on the southern boundary of the area, is indicated as a parkway between John McLaren Park and San Bruno Avenue.

Automobile access to the east across the Freeway is possible at Silver Street, at Bacon Street and at Paul Avenue, near Dwight Street. Access to the Freeway is available at Silliman Street. There is an off-ramp from the Freeway at Paul Avenue, but an on-ramp is not provided.

b) Street Grades

The steepest grades on improved streets are to be found in the segment south of Woolsey and east of Hamilton Streets, and in the northwest corner of the Planning Area west of Harvard Street. In the former segment both Bowdoin and Dartmouth Streets attain grades of between 24 and 32 percent, as does Gambier Street in the latter area. There are a number of streets with grades of between 18 and 23 percent in generally the same locations.

Some streets shown as unpaved on the map prepared in September have subsequently been surfaced as new housing is built along them. This is true of parts of both Cambridge and Bacon Streets.

In general, unpaved streets are to be found in the greenhouse area close to the convent on Cambridge Street and south of Silliman Street east to University Street. The northeast corner of the Planning Area also shows a number of unpaved streets, some of which lie under the temporary housing occupying the land here. The large number of unpaved streets south of Woolsey Street are largely confined to the high school site between Goettingen and Bowdoin Streets. Other unpaved streets border the reservoir on its east side.

Impassible streets, found in much the same areas as the unpaved streets are largely a result of steep cliffs and cuts, or, as between Woolsey and Dwight Streets, north of the high school site, the result of an impossibly steep terrain.

Parts of Princeton Street south of Felton, and Yale Street north of Wayland, have been built over by greenhouses.

c) Transit

The following transit lines serve the Planning Area:

1) #25 bus line on San Bruno Avenue provides service to the Mission and South of Market working areas via Bryant Street.

2) #51 bus line on Silver Avenue provides service on the east to Hunters Point (U.S. Naval Shipyard) via Palou Avenue, and to Mission Street on the west.

3) #81 Shuttle bus line, feeding into the #25 line on San Bruno Avenue, provides service through the area from University Street and Silver Avenue via University, Woolsey, Holyoke and Bacon Streets, San Bruno Avenue and Paul Avenue; thence eastward on Paul Avenue to serve the Bayview Park Planning Area.

5. Community Facilities

a) Commercial Facilities

The following commercial facilities are located along San Bruno Avenue either within or outside the community shopping center:

Auto Sales, Service and Parking	-	5
Bars and Restaurants	-	15
Drug Stores	-	3
Dry Goods	-	10
Food Stores, Retail	-	17
" " Manufacturing	-	4
" " Wholesale	-	1
Furniture Stores	-	4
Hardware Stores	-	3
Liquor Stores	-	3
Lumber	-	2
Personal Service (Barbers, Shoe Repair, Beauty Shops, etc.)	-	17
Professional and Business Offices	-	5
Radio, TV and Appliance Sales and Service	-	6
Real Estate, Insurance and Law Offices	-	3

In addition there is a moving picture theater (in operation), a printing firm, a bakery equipment firm, drafting firm, bocci ball court, pet store, bank, art studio, music company, and a fuel store.

Light industrial uses include a knitting mill, sheet metal shop, chemical company, overall supply company, crane servicing, bottling company, bolt manufacturing and two other miscellaneous light industrial uses. There were nine vacant commercial and/or industrial properties.

The following commercial facilities are at scattered locations in the Planning Area:

Auto Sales, Servicing and Parking	-	1
Bars	-	1
Contractors	-	2
Dry Goods	-	1
Food Stores (Retail)	-	12
Liquor Stores	-	1
Lumber	-	1
Personal Service	-	9
Radio, TV and Appliance Sales and Service	-	3
Real Estate	-	1
Warehouse and Storage	-	1

In addition there is an antique store and a Finnish bath. Industrial uses include a truck repair and storage firm and a P. G. & E. substation. There were five vacant commercial properties.

b) Public Facilities

The following public facilities either within or outside the Planning Area, serve the area:

Elementary Schools

Edward Robeson Taylor School - Burrows and Somerset Streets
Hillcrest School - Silver Avenue and Cambridge Street

Junior High School

Portola Junior High School - Girard and Bacon Streets

High School

Balboa - In Community 10 (A new high school site is located within the Planning Area south of Dwight Street between Goettingen and Hamilton Streets.)

Playgrounds

Portola Playfield - Felton and Holyoke Streets - 4.96A.
Silver Terrace Playfield - Silver Avenue near Bayshore Boulevard - (outside Area - 5.6A)
St. Mary's Playfield - Justin Drive at Murray Street - 14.00 A (outside Area)

Parks

John McLaren Park - 330 acres being acquired, as yet undeveloped.

Fire

Engine 42 - 2460 San Bruno Avenue, near Silver Avenue
Engine 18 - 1298 Girard Street, near Wilde Avenue (outside Area)
Engine 43 - 724 Brazil Street, near Vienna Street (outside Area)
Engine 11 and Truck 17 - presently located at 1632 Oakdale Avenue, to be moved to new building at Ingalls Street and Shafter Avenue. (outside Area)

Police

Ingleside Station - near Ocean and San Jose Avenues in Balboa Park (outside Area)

Library

Portola Branch - San Bruno Avenue near Silver Avenue (a rented facility)

b) Public Facilities (Continued)

Private and Parochial Schools and Institutions

St. Elizabeth's - Elementary School - Somerset and Wayland Sts.
University Mound Old Ladies Home - University and Bacon Streets
University Mound Training School (Convent of the Good Shepherd)
(Care, education and training of problem girls - a regional facility.)
Simpson Bible College - Silver Avenue and Cambridge Street.
(A missionary school serving the West Coast.)

Summary Appraisal of Existing Conditions

The largest part of the Planning Area suffers, along with almost all of Community 9, from a sort of bleakness compounded of bad weather, wide streets. no planting, and little houses. The community shopping center is not attractive, and it would take more than a coat of paint to make it so.

However, certain corners of the area, even with the great amount of building taking place, manage to seem oddly remote and countrified, and the area around the convent has a rueful and romantic quality of abandonment which the future park may help to preserve.

The tidy group of streets north of Silver Avenue between Bowdoin and Princeton Streets give a logical demonstration that a few trees, or anything that seems to show that some attention is being paid to the environment, make all the difference. And the streets where none of this happens have a flatness and ugliness that is gratuitous, and that almost seems deliberate. Some of these forlorn, windswept, desultory streets seem to fairly shriek with this kind of negative approach.

II Planning Area Development Plan

1. Land Use

a) Residential Density

Three residential densities are indicated in the plan. Medium density (110 persons per net acre), possibly with ground floor commercial, is shown along San Bruno Avenue south of Bacon Street to Mansell Street. Low medium density (2-4 dwelling units) has been indicated along Girard Street from Silver Avenue south to Woolsey Street, along Silver Avenue from San Bruno Avenue to Princeton Street, and in surplus Water Department land east of the reservoir north of Bacon Street. The remainder of the residential area is shown in low density development (55 persons per net acre.)

b) Commercial Areas

The community business and shopping center is indicated in the Plan along San Bruno Avenue from Silver Avenue to a point south of Bacon Street. A neighborhood shopping center is located on the south side of Silver Avenue between Somerset and Holyoke Streets.

c) Industrial Use

No provision for industrial uses has been made in the Plan. The area north of the proposed Southern Freeway, between the Freeway and Alemany Boulevard, which, with the building of the Freeway, would lie outside the Planning Area, might be suitable for light industrial uses. This will depend on the right-of-way requirements for the Freeway, the realignment of Alemany Boulevard, and the amount of space required for ramps and other elements of the circulation pattern at the northeastern corner of the area.

2. Circulation and Transit

a) Streets

The two freeways, the completed Bayshore and the proposed Southern Freeway, define the northern and eastern boundaries of the Planning Area.

Silver Avenue is retained, as shown in the adopted Trafficways Plan, as a secondary thoroughfare. Mansell Street, along the southern boundary of the Planning Area, is indicated, in conformity with the Trafficways Plan, as a parkway leading from John McLaren Park to San Bruno Avenue.

Feeder streets, providing the major circulation to points within the Planning Area include San Bruno Avenue, Brussels Street, Hamilton Street between Silver Avenue and Woolsey Street, University Street between Silver Avenue and Woolsey Street, Princeton Street between Sweeny Street and Silver Avenue, Cambridge Street between

Alemany Boulevard and Wayland Street, Gambier Street from Silver Avenue to Felton Street and Madison Street between Felton and Burrows Streets. East-west feeder streets include Sweeny Street, Felton Street, Bacon Street east of University Street, and Woolsey Street.

The remaining streets all serve as access streets to abutting properties.

There are two areas where the street and lot pattern will require further, detailed studies. One of these is between Felton and Bacon Streets west of University Street where the older street pattern has been changed but the system has not been entirely revamped in the large vacant area close to Felton and University Streets.

The other area lies south of Woolsey Street between that street and the high school site. This steep hillside will require a different street pattern if it is to be developed to good advantage.

b) Transit

A study of possible transit revisions has been deferred pending further study and development of a transit plan to serve the city as a whole and the Bayshore community. The Planning Area at present is relatively well served by transit, considering the difficult terrain in certain sections.

3. Public Facilities

a) Parks and Recreation Facilities

With the development of certain lands in John McLaren Park for neighborhood recreational purposes in areas adjacent to the Planning Area, as suggested in the plan for the development of John McLaren Park, the area will be adequately served by recreational facilities. The construction of the Freeway should provide an easier pedestrian access across Alemany Boulevard to St. Mary's Playfield.

Buffer planting around the reservoir should be maintained and extended and a similar treatment should be used on the south side of the projected freeway to reduce noise and, possibly, air pollution.

b) Schools

Other than the projected high school to serve all of Community 9 and parts of Community 8 and 10, no new schools are indicated in the Planning Area. It is proposed that Goettingen Street between Wayland and Bacon Streets be vacated and added to the Elementary School site. The street, at present, is used at certain times during the day, for play purposes.

c) Other Public Facilities

It is recommended in the adopted Library Location Plan that the Public Library serving this area be only a neighborhood facility in the same general location as the present branch facility.

4. General Appearance

The greatest need in this Planning Area as in not a few others in the city is for improvement of the streets. These bleak avenues, overly wide in some cases, lined with poles, festooned with wires, and bordered, particularly in the older areas, with a hodge-podge of undistinguished little buildings need the unifying element that trees and other planting can provide. The development of John McLaren Park is a crucial necessity for the future stability of this area.

Oddly, the streets that come off best, even though we may deplore the type of building involved, are those bordered by fairly uniform row houses. They have a neatness and a crispness, and a kind of continuity that is utterly lacking along those streets where development has been more piece-meal and heterogeneous. Where lots are wide and planting abundant, neither being the case here, a hodge-podge is not disturbing nor even very evident. But here, along wind battered and, often fog-drenched streets, the lack of uniformity somehow adds to the dreariness that is the most salient problem of this area.

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Planning Area Study

MARINA-COW HOLLOW

Community 3 - Planning Area 3.1

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EXISTING CONDITIONS

Terrain

The southern part of the Planning Area includes the steepest part of the Pacific Heights slope or bluff. The northern part of the area is the level area filled in for the Panama Pacific Exposition.

Highest point: 320 feet - Broadway and Divisadero

Lowest point: Sea Level - Marina Boulevard

Character

There is an extreme contrast between the northern and southern segments of the Planning Area. The Pacific Heights slope is an area of fashionable town houses on steep, view sites. There is considerable street tree planting and a number of large private gardens, although the overall development is rather tight. The Marina area is, in contrast, a very close order development of apartment houses, flats and row houses in the middle and high income range. The intricate street pattern in the northeast segment gives a special, closed and urban appearance to this area. Large town houses are lined up along Baker Street and Marina Boulevard opposite the decaying Palace of Fine Arts and the Yacht Harbor.

Predominant Land Uses

Residential

The lowest densities are to be found on the Pacific Heights (Cow Hollow) slope where the predominant use is the single family residence both row and detached but, in both cases, much larger than is typical. The Marina is a mixture of apartment houses, grouped largely on corner lots, and flats and row houses on interior lots. Densities are, over all, in the medium range. Most of the apartment structures are limited to three stories over a garage floor.

Commercial

The predominant commercial area is located along Chestnut Street between Divisadero and Fillmore Streets. There are some small and scattered commercial uses near the Presidio south of Lombard Street. Lombard Street is developed here as a motel row.

Other

The area is bounded on the west by the Presidio, a military reservation, whose northerly part, containing a number of warehouses, is semi-industrial in character.

Population Characteristics

Total 1950 - 16,920

Census Tracts - B-1, B-2, B-3, - 17,[illegible]

Schooling (persons 25 years and older)

	Census Tracts	Comm.	Other
8 years or less	20.9%	23.1%	[illegible]
1-3 years H.S.	11.2	12.1	[illegible]
4 years H.S.	31.0	32.1	[illegible]
1-3 years College	14.5	15.9	[illegible]
4 years + College	14.3	16.0	[illegible]
Not reported	3.8	-	-

Residence in 1949 (persons 1 year and older in 1950)

Same as in 1950	54.1%	57.3%	[illegible]
Unrelated Individuals	16.7%	20.2%	[illegible]

Median Income (families and unrelated individuals)

High - B-3	$[illegible]	$[illegible]	[illegible]
Low - B-3	$3013		

Age Distribution

0 - 4	5.6%	5.1%	[illegible]
5 - 14	6.6	6.8	[illegible]
15 - 19	3.8	3.0	[illegible]
20 - 24	5.7	6.[illegible]	[illegible]
25 - 34	11.8	14.[illegible]	[illegible]
35 - 44	18.7	16.1	[illegible]
45 - 64	35.3	33.1	[illegible]
65 +	10.3	10.0	[illegible]

Labor Force

9504 or 60.3% of population 14 years and older. Women on labor force 1[illegible] or 43.0% of all women 14 years and older.

Housing Characteristics

Total D. U.'s (1950) - 6,929
Census Tracts, B-1, B-2, B-3 - 7,315

	Census Tract or P.A.	Comm.	City
Owner Occupancy (Planning Area)	25.8%	22.5%	35.6%
Distribution of Dwelling Types (Census Tracts)			
Single Family	13.7%	14.0%	33.9%
1-2 Family Semi-detached	5.8	4.1	2.5
2 Family	17.7	16.7	14.9
3-4 Dwelling Units	9.1	11.3	11.6
5+ Dwelling Units	54.3	53.9	37.1
No Private Bath or Dilapidated (Planning Area)	0.7%	2.3%	10.2%
Overcrowding (1.51+ persons per room) (Planning Area)	0.5%	-	-
Age of Structures (by year built) (Census Tracts)			
1940 or later	1.5%	2.3%	14.1%
1930 - 1939	26.0	16.6	10.0
1920 - 1929	57.5	53.7	25.9
1919 or earlier	15.0	27.4	50.0

Median Rent B-1 $60.11
B-3 $50.64

Median Value -(Single family residence)
B-1, 2,3 $20,000+

Maintenance

Generally superior throughout the Planning Area, although there is more relative spottiness south of Chestnut Street.

Public Facilities

Elementary Schools

Grant (Pacific near Broderick) K-8. Outside but adjacent to area.
Winfield Scott (Divisadero and Beach) K-6
Yerba Buena (Webster and Greenwich) K-6. Outside but near area.

Junior High School

Marina (Fillmore and Chestnut) Outside but adjacent to area.

High School

Galileo (Van Ness and Francisco) Outside Area.

Other Schools

St. Vincent de Paul (Green and Steiner) boys and girls elementary. Parochial.

Playgrounds

Cow Hollow Playlot (Miley near Baker) 0.15 Acres
Funston Playfield (Chestnut and Buchanan) 12.0 Acres. Outside but near area.

Parks

Marina Yacht Harbor (Marina Boulevard) 63.3 Acres
Palace of Fine Arts Park (Baker and Jefferson) 13.5 A.

Fire

Engine 20, Truck 16 (Greenwich near Fillmore) Outside Area
Engine 23 (Washington near Divisadero) Outside Area
Engine 15 (California near Laguna) Outside Area

Police

Northern Station (Ellis near Van Ness) Outside Area
Juvenile Bureau (Green near Steiner)

Library

Marina Branch (Chestnut near Webster) Outside Area

Transit

#22 Trolley bus (Steiner, Union, Fillmore to Marina Boulevard)
#30, 30X Trolley bus and coach (Chestnut, Broderick Jefferson, Divisadero) Downtown via Columbus and Stockton
#41 Trolley bus (Union to Lyon) Financial area
#45 Coach (Union, Steiner, Greenwich) Downtown via Van Ness and Sutter

Trafficways

Freeway - Golden Gate (Proposed)
Major Thoroughfares: Marina Boulevard (Partial)
Secondary Thoroughfares: Scott Street (south of Lombard)
Fillmore Street (north of Lombard)

DEVELOPMENT PLAN

Residential Densities

High Density (220 persons per net acre)

Small areas of high density are located along Fillmore, Alhambra and Jefferson Streets.

Medium Density (110 persons per net acre)

The major part of the Planning Area is shown in medium density development.

Low Density (55 persons per net acre)

This is shown along the southern border of the area, (the Pacific Heights ridge) narrowing at Union and extending from Broderick to Pierce along Filbert. Other low density areas are shown around the Palace of Fine Arts Park (Baker Street), along Marina Boulevard opposite the Yacht Harbor, and along Avila Street.

Commercial Areas

Community Business and Shopping Center:

The only commercial area indicated on the Plan is the Community Center on Chestnut Street from Fillmore to Divisadero -- and occupying the width of the blocks between Chestnut and Lombard Streets.

Public Facilities

Schools:

No new schools are shown on the Plan. However, if a new school is needed to replace the Yerba Buena School (See Planning Area 3.2 Marina-Pacific Heights) a site might be required either within this Planning Area or in the Presidio on the western boundary of the area.

Parks and Recreation Areas:

A new playground or playfield is shown in the Plan in the Presidio along Lyon Street near Greenwich. A small playlot is indicated on Greenwich Street near Scott (the present Police Juvenile Bureau and adjacent vacant property) to be developed in the manner of the Cow Hollow playlot.

Public Facilities (Cont'd)

Other:

The routing and development of the freeway through this area should be accomplished with the minimum taking and the minimum disruption of north-south access, particularly to the shopping center. A trough with perpendicular rather than sloping sides is recommended.

A parkway is shown along Marina Boulevard, Baker, Bay and Lyon Streets and entering the Presidio, as indicated in the Trafficways Plan.

Planting is recommended in those streets between Broadway and Vallejo which are not closed to traffic.

The question of the ultimate disposition of the Palace of Fine Arts, which is in an extreme state of dilapidation, is at present unresolved. Moves to have the building restored have been only successful. However, the kind and extent of restoration desirable and feasible is as yet undecided. The surrounding park, in any case, should be preserved.

Renewal:

The entire Planning Area falls into the categories of either a conservation or stable area. Least attractive is Lombard Street where there are commercial and residential uses which are not always compatible. A profound change can be anticipated if the freeway is built as indicated, but care must be exercised that this facility does not become a blighting factor in an otherwise good area.

SF
C58.4
#17

Planning Area Study

MARINA-PACIFIC HEIGHTS

Community 3 - Planning Area 3.2

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EXISTING CONDITIONS

Terrain

The lower easternmost slopes of the Pacific Heights ridge and the relatively flat area to the north of it. The ridge cuts across the area from northwest to southeast. South of Union Street the east-west streets are fairly level and the north-south streets ascend in step-like progression to a summit in Lafayette Park (see Planning Area 5.2).

Highest Point: 240' - Broadway and Webster.

Lowest Point: Sea Level - Marina Boulevard

Character

A heavily built-over area contining a wide variety of building types; large apartment houses in the luxury class, a great many smaller apartments and flats and a mixture of single family houses and "guest" houses. Older structures lie south of Lombard Street. Highest income areas are located on the ridge and close to the Bay with a middle income area between.

Predominant Land Uses

Residential

Highest densities are concentrated along the ridge on Broadway and Vallejo; near Van Ness Avenue; and along Bay and Fillmore Streets. The central area contains a tightly packed mixture of every type of residential structure. Vacant property is limited to a small number of scattered lots.

Commercial

The principal shopping area is located along Union, between Webster and Fillmore and along Fillmore from Union to Lombard. Union Street, from Van Ness to Webster is, largely, an interior decorating center including furniture making and repair and a number of antique shops. There are also a number of small art galleries in the vicinity of Fillmore and Union. Van Ness Avenue has many small professional office buildings and a television studio. There is a concentration of motels on or near Lombard Street; others are located on or near Van Ness Avenue.

Other

Fort Mason, a military establishment that includes the Troop Transport docks, occupies the northeast corner of the Planning Area. Industrial uses include contractors, laundries and furniture repair and manufacture.

Population Characteristics

Total 1950 - 16,460

Census Tracts - B-4, B-5 - 12.747 (Non-White 2.3%)

Schooling - (Persons 25 years and older)

	Census Tracts	Comm.	City
8 years or less	26.7%	23.1%	34.6%
1-3 years H.S.	13.5	12.8	16.8
4 years H.S.	29.9	32.4	29.4
1-3 years College	13.6	15.7	10.5
4 years College	10.0	16.0	8.7
Not reported	6.3	-	-

Residence in 1949 (Persons 1 year and older in 1950)

Same as in 1950	78.7%	82.9%	80.7%
Average Population per Household	2.3	2.4	2.7

Median Income - (Families and unrelated individuals)

B-4	$3763	$3821	$3009
B-5	3467		

Age Distribution

0 - 4	6.0%	5.1%	8.1%
5 - 14	6.6	6.6	9.3
15 - 19	3.3	3.6	5.2
20 - 24	5.9	6.2	7.7
25 - 34	18.5	16.6	17.2
35 - 44	18.0	18.1	16.7
45 - 64	30.6	33.1	25.7
65 and over	10.9	10.8	9.5
Unrelated Individuals	19.0%	20.2%	19.9%

Labor Force

6907 or 61.7% of population 14 years and older. Women on labor force 41.5% or 46.1% of all women 14 years and older.

Housing Characteristics

Total D. U.'s (1950) - 7,065
Census Tract - 5,495

	Census or P.A.	Comm.	City
Owner Occupancy (Planning Area)	18.3%	22.5%	35.6%
Distribution of Dwelling Types (Census Tract)			
Single Family	9.6%	14.0%	33.9%
1-2 Family Semi-detached	2.7	4.1	2.5
2 Family	18.5	16.7	14.9
3-4 Dwelling Units	15.3	11.3	11.6
5+ Dwelling Units	54.0	53.9	37.1
No private bath or dilapidated (Planning Area)	3.5%	2.3%	10.2%
Overcrowding (1.51+ persons per room) (Planning Area)	0.9%	-	-
Age of Structures (by year built) (Census Tract)			
1940 or later	2.4%	2.3%	14.1%
1930 - 1939	5.3	16.6	10.0
1920 - 1929	54.2	53.7	25.9
1919 or earlier	38.1	27.4	50.0

Maintenance

Generally good to superior except in the central and older area where there area a few dilapidated structures and where maintenance is more typically spotty.

Public Facilities

Elementary Schools

Sherman (Union and Franklin) K-6
Yerba Buena (Webster and Greenwich) K-6

Junior High School

Marina (Fillmore and Bay)

High School

Galileo (Francisco and Van Ness) outside Area

Other Schools

Convent of the Sacred Heart (Broadway and Webster)
Catholic girls elementary & high school.
Stuart Hall (Broadway near Fillmore) Catholic boys elementary school.
Sarah Dix Hamlin (Broadway near Busnanan) private elementary school.

Playgrounds

Funston Playfield (Chestnut and Buchanan) 12.0 Acres

Parks

Marina Yacht Harbor (Marina Blvd.) a portion in the Planning Area

Fire

Engine #20, Truck #16 (Greenwich near Steiner) outside Area
Engine #8, Truck #4 (Pacific near Van Ness Avenue) outside Area
Engine #15 (California near Laguna) outside Area

Police

Northern Station (Ellis near Van Ness) outside Area

Library

Marina Branch (Chestnut near Webster)
Golden Gate Branch (Octavia and Green)

Transit

#22 Trolley bus line (Steiner, Union, Fillmore) Crosstown
#30 Trolley bus line (Chestnut) Downtown via Stockton
#41 Trolley bus line (Union) Downtown via Financial Area
#45 Coach line (Union, Van Ness) Downtown via Sutter Street
#47 Trolley bus line (Van Ness) Crosstown

Traffic

Freeway - Golden Gate (Proposed)
Major Thoroughfares -
Van Ness Avenue (Expressway)
Marina Blvd. (Parkway)
Secondary Thoroughfares -
Broadway (East of Webster Street)
Fillmore (Marina Blvd. to Lombard)
Scott Street (South of Lombard)

DEVELOPMENT PLAN

Residential Densities

High Density (220 persons per net acre)

Along Van Ness Avenue, north of Union Street; along Broadway east of Webster Street; along Vallejo from Webster to a point between Laguna and Octavia and from a point east of Gough and a point west of Van Ness; along Webster, Broadway to Green; along Franklin, Broadway to Green; along the north side of Lombard Street; along Chestnut (south side between Fillmore and Laguna; along Fillmore, Bay to Marina Blvd; along the proposed Marina Parkway from Buchanan to Van Ness; along Laguna, Lombard to Francisco.

Medium Density (110 persons per net acre)

The remaining residential area except as noted below.

Low Density (55 persons per net acre)

On Broadway between Fillmore and Steiner; on Marina Blvd. (south side), Fillmore to Buchanan.

Commercial Areas

General Business and Services:

This is shown on Van Ness Avenue from Broadway to Union Street.

Community Business Center:

This is shown on Union Street from Webster to Fillmore and on Fillmore from Union to Chestnut.

Neighborhood Shopping Center:

A small center is indicated at North Point and Buchanan.

Commercial under Medium Density:

Residential:

This is shown along Union Street from Van Ness Avenue to Webster Street.

Public Facilities

Schools:

A proposed freeway along Lombard Street would require a relocation of the Yerba Buena School [illegible]. The Development Plan indicates the removal of this school and a [illegible] school in the Fort Mason area, south of the proposed Parking. This site may, however, not be feasible and a site west of the existing school, possibly in the Presidio (see Planning Area 3.1) may be substituted. The timing of the two proposals, the freeway and the use of a portion of Fort Mason for residential development, will determine the feasibility of this school location.

No other changes are indicated in the location of existing schools.

Parks and Recreation Areas:

Two small recreation areas are indicated in the Plan south of Lombard Street. At the corner of Gough and Green, a large parcel occupied by a large, old residence is proposed as a small park, preserving as much of the present planting as possible. The southern part of the Yerba Buena school site is proposed as a small playground if this school is relocated.

North of Lombard the Plan proposes the use of the northern part of Fort Mason as a large public park and recreation area. A part

Public Facilities(Cont'd)

Park and Recreation Areas (Cont'd)

of the Marina-Aquatic Park shoreline development. Further development of Gashouse Cove, a part of the Marina shoreline, is indicated in the Plan.

Other:

The southern portion of the Fort Mason area is indicated in a mixture of high and medium density residential development.

The Plan indicates the abandonment of the branch library at Green and Octavia.

The plan reasserts the desirability of locating the proposed freeway along Lombard Street and in the half block on the south side of this street, rather than in any location further south. In question is the freeway along or near Van Ness Avenue. A connection between Van Ness Avenue and the proposed Golden Gate Freeway will be required but with a minimum of land acquisition considering the value and character of the adjoining private development.

Renewal:

The area lying between Lombard and Union Streets is, from the stand point of age and general character, most in need of renewal techniques and programs within this Planning Area. Street tree planting and the inidcated new recreational facilities, should strengthen the already evident tendency in the area for upgrading older properties.

SF
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#18

Planning Area Study

MONTEREY

Community 11 - Planning Area 11.4

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Terrain	Predominant Land Uses	Population Characteristics
The lower, southern and western slopes of Mount [illegible]. The westernmost part of the area is relatively flat. The terrain becomes more precipitous east of Paseo Plata and north of Monterey Blvd. Climate A pocket of high income residential suburbs with varying degrees of swank. [illegible], Granada Wood is a subdivision dating from the [illegible] World War I period consisting of large Spanish houses, private parks, fountains and extensive tree planting. [illegible] Park contains smaller detached homes, less elaborate. The hillside area supports a typical residential area in [illegible] County or in the [illegible] hills. There is considerable new building in the area, with the older areas being almost completely built over.	Residential The entire residential area is devoted to single-family detached houses. Lot sizes are generally large, although less so in the southern part of the area. Commercial The only commercial areas within the Planning Area are along the north side of Ocean Avenue east of Manor Drive. The West Portal commercial center, in Planning Area II.1, serves the northern part of this Planning Area. Other A large reservoir occupies the southeastern corner of the Planning Area. A large orphanage interrupts the commercial frontage on Ocean Avenue.	Total 1950 - 9288 Census Tracts - Census Tract 06, Pop. 2,089, comprises less than half of the Planning Area, while Census Tract 07, Pop. 7,199, includes a [illegible] adjacent area in the Planning Area (as is the case for Census Tract 06). Therefore statistics for the two Census Tracts, 06 and 07 will be shown separately below. Non-White: 06 - 0.5%; 07 - 2.3% Schooling (persons 25 years and older)

	06	07	Cens.	[illegible]
8 years or less	20.7%	16.5%	33.2%	[illegible]
1-3 years H.S.	14.[illegible]	17.0	16.1	[illegible]
4 years H.S.	30.6	32.3	33.7	[illegible]
1-3 years College	17.6	16.9	13.9	[illegible]
4+ years College	12.4	20.3	13.3	[illegible]
Not reported	[illegible].1	2.0	-	
Residence in 1949 (persons 1 year and older in 1950)				
Same as in 1950	85.9%	87.6%	81.6%	[illegible]
Average Families per Household (Planning Area)	3.4	-	3.1	[illegible]
Foreign: Individuals	10.8%	6.2%	7.6%	[illegible]
Age Distribution				
0 - 4	[illegible]	[illegible]	1.3%	[illegible]
5 - 14	13.2	15.2	[illegible]	[illegible]
15 - 19	7.3	[illegible]	[illegible]	[illegible]
20 - 24	[illegible]	6.4	[illegible]	[illegible]
25 - 34	[illegible]	8.0	[illegible]	[illegible]
35 - 54	24.7	19.[illegible]	[illegible]	[illegible]
55 - 64	22.[illegible]	[illegible]	[illegible]	[illegible]
65 +	9.1	6.[illegible]	7.5	[illegible]
Median Income (Families and Unrelated Individuals)	$4419	$6654	$4948	[illegible]

[illegible] 06 - 13% [illegible] 4.1% of population [illegible] 07 - [illegible] [illegible] 7.[illegible]

Housing Characteristics

Total D.U.'s (1950) - 2170
Census Tract 06 - 1028; 07 - 2176

	06 - 07 (or P.A.)		Comm.	City
Owner Occupancy (Planning Area)	93.1%		74.2%	35.6%
Distribution of Dwelling Types				
Single Family	96.5%	97.4%	86.2%	33.9%
1-2 Family Semi-detached	.03	.05	1.3	2.5
Two Family	2.1	1.6	7.4	14.9
3-4 Dwelling Units	-	0.3	1.2	11.6
5+ D.U.'s	1.1	0.2	3.9	37.1
No Private Bath or Dilapidated (Planning Area)	0.3%	-	1.0%	10.2%
Overcrowding (1.51 persons per room) (Planning Area)	0.2%	-	-	-
Age of Structures (by year built)				
1940 or later	2.4%	19.9%	34.1%	14.1%
1930 - 1939	7.3	28.8	21.9	10.0
1920 - 1929	79.5	47.5	33.1	25.9
1919 or earlier	10.7	3.8	10.9	50.0

Maintenance

With minor exceptions, maintenance in the Planning Area is good to superior. One structure on Ridgewood Street, a homemade construction, would seem to merit removal. A number of structures along Monterey Boulevard between Northgate Drive and Faxon Avenue are in a very poor state of maintenance, due perhaps to recent street work done in the locality. The widening on Portola Drive may have a similar result along this artery.

Public Facilities

Elementary Schools

Commodore Sloat (Darien and Junipero Serra Blvd.) K-6
West Portal (Lennox Way near Taraval) K-6, Outside Area
Sunnyside (Foerster and Hearst) K-6, Outside Area
Farragut (Holloway and Capital) K-6, Outside Area

Junior High School

Aptos (Aptos near Upland)

High School

Abraham Lincoln (24th Ave. and Rivera) Outside Area
Balboa (Cayuga and Onondago) Outside Area

Other Schools and Institutions

Riordan High School (Phelan and Judson) Catholic, Boys;
Homewood Terrace (Ocean Ave. near Ashton Ave.) Jewish Child Care Agency (Orphanage)

Playgrounds

Aptos Playfield (Aptos and Ocean Ave.) 4.62 Acres
St. Francis Wood Playground (Santa Clara and Terrace) Private

Parks

No public parks. Several small, privately maintained parks in St. Francis Wood

Fire

Engine 39, Truck 15 (Portola and Marne) Outside Area
Engine 38 (Phelan and Ocean)
Engine 30 (Winston and Buckingham) Outside Area

Police

Taraval Station (24th Ave. near Taraval) Outside Area

Library

West Portal Branch (Ulloa and Lennox Way) Outside Area
Merced Branch (19th Ave. and Winston) Outside Area, under construction

Transit

"K" Street car-Junipero Serra, Ocean Ave. to Phelan (Downtown)
#10 Coach line - Miraloma, Yerba Buena, Monterey (Crocker)
#12 Trolley line - Ocean and Phelan Terminal (Downtown via Mission)
#36 Coach line - Plymouth, Ocean, Phelan (Shuttle)

Traffic

Freeways - Junipero Serra (Proposed)
Major Thoroughfares - Ocean Avenue
Portola Drive
Secondary Thoroughfares - Monterey-Santa Clara
Miraloma-Yerba Buena
Plymouth

DEVELOPMENT PLAN

Residential Densities

Low Density (55 persons per net acre)

The entire residential portion of the Planning Area falls into the low density classification. Actual densities are lower in most cases, than the planning standard.

Commercial Areas

Community Business and Shopping Area

This is shown along Ocean Avenue from Pinehurst Way to Ashton Avenue.

Neighborhood Shopping Center

This is shown along Ocean Avenue from Faxon Avenue to the street car turnaround near Phelan Avenue. While all the commercial frontage on Ocean Avenue is very similar in character the designation of a Community Center and a neighborhood shopping area serves to indicate where future commercial development might best be concentrated, i.e., between Pinehurst Way and Ashton where it is strong on both sides rather than, as farther east, on only one side.

Public Facilities

Schools:

No new schools are indicated in the Plan. All existing schools are retained.

Park and Recreation Areas:

No new facilities are indicated in the Plan. Private facilities in St. Francis Wood are indicated with the intention that they should remain in recreational use, either private or public.

Other:

A library site on Ocean Avenue near Plymouth Avenue is indicated. This is a low priority project. The area will be served for some time by the West Portal and the Merced Branches.

Renewal:

This area is categorized as a stable area. However, the widening of Portola Drive and the "improvement" of Monterey Boulevard are sources of blight in a good area.

Special care should be taken on Portola Drive to replace the planting so that properties along this street will be insulated from traffic as much as possible.

SF
C58.4
#19

11/2

Planning Area Study

MOUNT DAVIDSON

Community 11 - Planning Area 2

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EXISTING CONDITIONS

Terrain

The steep slopes surrounding Mt. Davidson summit (925 ft.) bounded on the east by Glen Canyon and on the north by the Portola Drive gap or pass.

Character

The eastern slope, overlooking Glen Canyon, heavily built up with row and small detached houses. The western and southern slopes less intensely developed with large single family dwellings on extensive lots and also more typical row and detached houses. This slope has a view of the Ocean and the southwestern part of the city and was at one time almost entirely wooded. Development on the eastern slope is neat but tight. On the west more opulence and more vegetation are in evidence.

Predominant Land Uses

Residential

The entire area, with the exception of the one commercial area, is devoted to single family residences both row and detached. The income level is upper middle to upper (on the west). There has been considerable recent development in the area. All development has taken place since 1919.

Commercial

The neighborhood shopping center serving the Planning Area is located on Portola Drive between O'Shaughnessy Boulevard and Evelyn Way. It is a concentrated, fairly modern center containing some multiple residential uses over the stores. One new commercial and residential building is under construction.

Other

There is a large undeveloped area on the steep southern slopes of the area.

Population Characteristics

Total 1950 - 4,095
Census Tract - 0-5 (Includes Planning Area 11.3, Sunnyside) 10,356
Non-white - 0

Schooling - persons 25 years and older

	Census Tract	Comm.	City
8 years or less	27.7%	23.2%	34.6%
1-3 yrs. H.S.	16.9	16.1	16.[illegible]
4 yrs. H.S.	31.5	33.7	29.4
1-3 yrs. College	12.4	13.7	10.5
4 yrs. College	9.1	13.3	8.7

Residence in 1949 - persons 1 yr. or older in 1950

% same as in 1950	81.8%	81.6%	[illegible]
Average Population per Household	3.0	3.1	2.7
Unrelated Individuals	4.8%	5.4%	19.[illegible]
Median Income (Families and unrelated individuals)	$4119	$4548	$3009

Age Distribution

0 - 4	13.3%	9.3%	8.1%
5 - 14	12.6	13.2	9.3
15 - 19	4.8	5.3	5.2
20 - 24	11.3	6.0	7.7
25 - 34	18.4	14.8	17.[illegible]
35 - 44	17.8	17.3	18.[illegible]
45 - 64	22.9	26.5	25.[illegible]
65 +	5.8	7.5	9.5

Labor Force - 4,340 or 54.4% of population 14 years and older (1950).
Women on labor force 30.1% or 31.1% of women 14 years and older.

Housing Characteristics

Total D.U.'s (1950)	1,349		
Census Tract 0-5	3,373		
	Planning Area	Comm.	City
Owner Occupancy percent of D.U.'s	89.2%	74.2%	35.6%
No private bath or Dilapidated D.U.'s	0	1.0%	10.2%
Overcrowding - 1.51+ persons per room	0.1%	-	-

Distribution of Dwelling Types

With the exception of three structures, two multiple and one two-family dwelling, all the residential structures in the area are for single family use. Some of these may have rooms or basement apartments, although the zoning district in the area prohibits this. In the community 86.2% of the structures are single family dwellings, in the city 33.9%.

Age of Structures

There were no buildings in the Planning Area prior to 1919. There has been considerable building since the 1940 Census of Housing. From a study of available maps it would appear that about half the present development occurred between 1919 and 1939. This compares with 44% for the community in the same period and 35.9% for the city, with 34.1% and 14.1% of growth in the same areas from 1940 to 1950.

Maintenance

Generally superior except along and near Portola Drive. A few auxiliary structures, sheds and makeshift garages, should be removed.

Public Facilities

Elementary Schools

Miraloma (Omar and Myra) K-6
West Portal (Taraval and Claremont Blvd.) K-6, outside Area

Junior High Schools

Aptos (Upland Drive and Aptos) outside Area
Herbert Hoover (Santiago and Twelfth) outside Area

High Schools

Balboa (Onondago and Cayuga) outside Area
Abraham Lincoln (24th Avenue and Riveria), outside Area

Playgrounds

Miraloma Playground (Omar and Sequoia Way) 1.9 Acres

Parks

Mt. Davidson Park (Dalewood Way) 39.4 Acres

Fire

Engine #39, Truck #15 (Portola and Marne)
Engine #38, (San Jose and Ocean) outside Area
Engine #24, (Hoffman near Alvarado) outside Area

Police

Ingleside Station (In Balboa Park) outside Area

Library

West Portal Branch (Lenox Way and Ulloa)

Transit

#10 Crosstown bus line - Portola Drive (Cortland and Bayshore to 10th Avenue and California)
#36 Shuttle bus line - Teresita Blvd. (to Forest Hill Station)
#37 Shuttle bus line - Myra, Reposa and Teresita (to Market and 17th Street)

Traffic

Crosstown Freeway (proposed)
Major Thoroughfare - Portola Drive
Secondary Thoroughfare - Teresita Boulevard

Other

Miraloma Reservoir - Agua and Isola Way

DEVELOPMENT PLAN

Residential Densities

Low Density -- the eastern slope of the area approximates the normal low density figure of 55 persons per acre. The western slope has been largely developed in larger properties with densities probably between 35 and 55 persons per acre.

A Medium Density area (not indicated) would seem appropriate in the area near O'Shaughnessy Boulevard south of Marietta Drive, although an attempt made to establish such a use in this location met with resistance from the residents.

Acreages	Pop.
Low Density	
Medium Density	
High Density	
Total	

Commercial Areas

Neighborhood Shopping Center, on the south side of Portola Drive between O'Shaughnessy and Evelyn Way. While this area is now, with the completion of recent construction, completely developed, it does not seem likely that more facilities will be needed to serve the area, given the low density of this and surrounding areas, and its proximity to the West Portal shopping area and a new large shopping center to be located in the Diamond Heights redevelopment area.

Acreages	A/1000
Neighborhood Shopping	
Community Business	
General Commercial	
Total	

Public Facilities

Schools:

A new Junior High School is projected to be built on Portola Drive between the Planning Area and the Diamond Heights Redevelopment Area.

Parks and Recreation Areas:

The preservation and development of Glen Canyon, adjacent to the Planning Area, will indirectly help maintain values in the Planning Area. No new facilities are proposed in the area.

Questions:

Street pattern and land use on the southern slope of the Planning Area and on the eastern slope near O'Shaughnessy Boulevard and the proposed Crosstown Freeway.

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#20

4/3

Planning Area Study

NOB HILL

Community 4 - Planning Area 4.3

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4/3

EXISTING CONDITIONS

Terrain

The southern end of the ridge formed by Russian and Nob Hills. Steepest slopes on the south and the east, more gradual to the west and south of Sutter Street.
Highest point: 340' (Priest St.)
Lowest point: 40' (Eddy St.)

Character

A high density, downtown living area with many variations in character. Nob Hill summit contains large hotels and apartment houses with some high income residential uses. Eastern and western slopes more typical frame flat and small apartment buildings, particularly north of California Street. Southern slope and relatively level area south of Geary Street made up of brick and concrete apartment buildings, hotels and hotel apartments with ground floor commercial uses, congested and unrelieved by planting or any open space other than parking lots and similar open uses. Bounded on the east by the downtown shopping and entertainment area, on the west and south by automobile row and other service industries.

Predominant Land Uses

Residential

With the exception of some small areas, mostly near Broadway on the north, the entire residential area is devoted to high density apartment buildings and flats. There is very little vacant land in the Planning Area.

Commercial

Community business and shopping center on Polk and California Streets, the former from Sutter to Broadway, the latter from Polk to Leavenworth. General business and service along Pacific Avenue. Along most streets, particularly south of California Street, a generous scattering of commercial uses of every description in residential buildings. Automobile sales and service along and near Van Ness Avenue.

Industrial

Contractors, laundries and heavy automobile repair are the major industrial uses to be found scattered about the area, particularly on Pacific Avenue and near Van Ness Avenue.

Population Characteristics

Total 1950 - 57,941
Census Tracts - A-7, A-9, A-10, A-11, A-12, A-13, A-18, A-19, A-20, A-21, A-22 - 56,4[illegible]

The large number of Census Tracts making up the Planning Area and the extreme contrasts that exist in the statistical character of each make a normal presentation of data (for the area as a whole, the community and the city) less desirable. Therefore, significant data will be presented as a series of ranges emphasizing the contrasts between different parts of the Planning Area.

Schooling

Low in amount of schooling for persons 25 years or older - A-13 with 48.1% having 8 years of schooling or less. Tract A-12 was high with 15.[illegible]% in the 8 years or less category.

Four years of high school:
- Lowest : A-13 with 21.7%
- Highest: A-10 with 39.9%

Four years of college:
- Highest: A-12 with 16.0%
- Lowest : A-22 with 4.3%

	Comm.	City
8 years or less	40.1%	34.6%
4 " H. S.	26.0	29.4
4 " College	10.6	8.7

Residence in 1949

- Of those persons 1 yr. or older in 1950, 88.7% in Tract A-18 had the same residence in 1949; 65% in Tract A-21. Community 85.1%, City 80.0%.

Average Population per Household

Planning Area	2.1
Community	2.3
City	2.7

Population Characteristics (Cont'd)

Age Distribution

In the age groups 0-4 and 5-14, A-13 was highest with 9.6% and 9.9%. Lowest 0-4: A-21 with 0.8%. Lowest 5-14: A-18 with 0.9%.

In age groups 15-19 and 20-24, A-13 again highest with 7.5% and 12.2%. Lowest 15-19: A-18 with 1.1%. Lowest 20-24: A-21 with 4.0%.

In age group 25-34, highest A-7 and A-11 with 20.5% each. Lowest A-21 with 13.6%.

In age group 35-44, highest: A-22 with 19.9%. Lowest: A-13 with 15.0%.

In age group 45-64, highest: A-21 with 41.1%. Lowest: A-7 with 22.2%.

In age group 65 and over, highest: A-21 with 19.3%. Lowest: A-13 with 5.2%.

Unrelated Individuals

Highest: A-21, 66.7%
Lowest : A-13, 25.5%
Community - 29.5%
City - 19.9%

Labor Force

Highest percentage of those 14 years and older in the labor force: A-19 with 70.9%. Lowest: A-9 with 60.4%.

Highest - women as percent of labor force: A-12 with 57.5%. Lowest: A-13 with 23.4%.

Highest - women on labor force as percent of women: A-12 with 64.9%. Lowest: A-7 with 46.1%.

Housing Characteristics

Total Dwelling Units 1950 - 27,240
Census Tracts - 24,443

Owner Occupancy

Planning Area - 4.3%
Community - 10.5%
City - 35.6%
Highest Owner occupancy: A- 7 with 16.5%
Lowest Owner occupancy: A-22 with 0.7%

Distribtuion of Dwelling Types

Dwelling types with less than 5 or more dwelling units are negligible as percentages. Highest percentage of dwelling types with 5 or more dwelling units: A-20 with 98.9%. Lowest: A-7 with 59.3%.

No private bath or dilapidated

Highest percentage of dwellings: A-13 with 45.7%. Next highest: A-10 and A-22 with 9.6% each. Lowest: A-10 with 1.1%. Planning Area - 12.9%; Community - 17.9%; City -10.2%

Overcrowding (Dwelling units with 1.51+ persons per room)

3.3% for the entire Planning Area.

Age of Structures (by year built)

Highest percentage of residential structures built in 1919 or earlier: A-9 with 91.9%. Lowest: A-20 with 52.5%.

Highest percentage structures built between 1920 and 1929: A-19 with 43.8%. Lowest: A-10 with 6.4%.

Highest percentage of structures built between 1930 and 1939: A-11 with 4.5%. Lowest: A-9 with 0.2%.

Highest percentage of structures built between 1940 and 1950: A-11 with 2.2%. Census Tracts A-7, A-10, A-12, A-18, A-19, A-20 and A-21 reported no new residential structures in this last period.

Maintenance

Rather poor north of California Street, particularly along the north-south streets. Poor also in the Turk, Eddy area along the east-west streets.

Generally spotty elsewhere with the best maintenance to be found on the Nob Hill summit.

Public Facilities

Elementary Schools

Commodore Stockton (Washington & Powell) K-6
Redding (Pine & Larkin) K-6
Spring Valley (Jackson near Hyde) K-6
Jean Parker (Broadway near Mason) K-6, outside Area

Junior High Schools

Francisco (Powell & Francisco) outside Area
Marina (Fillmore & Bay) outside Area

High School

Galileo (Francisco & Van Ness) outside Area

Other Schools

Notre Dame des Victoires (Pine near Grant) boys' and girls' elementary school
Notre Dame des Victoires High School for girls
St. Mary's Chinese School (Stockton & Clay) boys' and girls' Elementary School
St. Francis Nursing School (Bush & Hyde)
Benjamin Franklin Adult Public School (Eddy near Van Ness)

Playgrounds

Chinese Playground (Sacramento near Stockton) .58 Acres
Helen Wills Playground (Broadway & Larkin) .87 Acres
Chinese Recreation Center (Mason & Washington) .55 Acres

Parks

Huntington Park (California & Taylor) 1.10 Acres

Fire

Engine #3, Truck 3 (Post near Larkin)
Engine #31, Truck 2 (Powell near Broadway)
Engine #8, Truck 4 (Pacific near Van Ness)
Engine #2, (Bush Street near Kearny) outside Area

Police

Central Station (Kearny & Washington) outside Area
Northern Station (Ellis near Van Ness)

Libraries

Main Library (Fulton & Larkin) In Civic Center
North Beach Branch (Powell near Jackson)

Transit

B & C street car lines - Geary Street
#1, 2 & 3 bus lines - Sutter St.
#19 bus line - Larkin & Polk Sts.
#30 bus line - Stockton St.
#31 bus line - Eddy St.
#45 bus line - Sutter & Van Ness
#47 bus line - Van Ness Ave.
#55 bus line - Sacramento, Clay
#59 cable car line-Powell, Mason
#60 cable car line-Powell, Washington & Jackson Sts.
#61 cable car line - California
#80 bus line - Mason, Turk, Leavenworth Sts.

Traffic

Freeway - Central Freeway (proposed)
Major Thoroughfares - Van Ness Avenue (Expressway) Broadway

One-Way Streets

Turk - west (with Golden Gate - east)
O'Farrell - east
Post - west
Bush - east
Pine - west
Sacramento - west
Clay - east
Washington - east (from Larkin to Powell)
Jackson - west (from Powell to Larkin)
Larkin - north (to California)
Hyde - south (from California)
Taylor - north (to California)
Mason - south (from California)

REDEVELOPMENT PLAN

Residential Densities

Medium Density
(110 persons per net acre)
A medium density area is shown along the northern border of the Planning Area on Jackson, Pacific and Broadway between Polk and Taylor Streets and extending east of Taylor Street, north of Pacific, to a point east of Salmon Street.

High Density
(220 persons per acre)
The remainder of the residential part of the Planning Area is shown in a high density classification or in high density over commercial. (See Commercial Areas)

Acreages	Pop.
Low Density	
Medium Density	
High Density	
Total	

Commercial Areas

Community Business and Shopping:
On Polk Street from Pine to Broadway and on California, Polk to Hyde.

General Business and Services:
On Pacific Avenue from Polk to a point west of Leavenworth Street; on Broadway from Wayne Place extending east -- the Broadway entertainment area. (See 4.2 North Beach); at Hyde and Bush (Medical Services)

Commercial under High Density:
Residential:
Two areas are shown, one from west of Powell Street to a point east of Stockton Street, largely north of Sacramento Street; the other from a point north of Sutter Street to a point south of Eddy Street and from Larkin Street to a point east of Jones Street.
Industrial: None shown.

Acreages	A/1000
Neighborhood Shopping	
Community Business	
General Commercial	
Total	

Public Facilities

Schools:
No new facilities; enlargement of Redding and Spring Valley Schools recommended.

Parks and Recreation Areas:
Two new small parks indicated south of Bush Street, one at Post and Larkin; the other in the blocks bounded by Hyde, Leavenworth, O'Farrell and Eddy, a park and activities center for older people and downtown residents.
Helen Wills Playground, Broadway and Larkin, shown enlarged (present bond program). A pedestrian mall development suggested for Ellis Street from Larkin to Jones.
Planting areas shown on Broadway over tunnel heads and between Taylor and Florence Street and on Stockton, north of California (over tunnel).

Other:
Central Freeway route suggested, coming east to Larkin Street with ramps at Post near Hyde (to be developed with small park), and at O'Farrell Street. North of Post, route swings west again to between Van Ness and Polk north of Pine Street.
Existing Fire House sites retained.
Large institutional uses shown include Grace Cathedral (Episcopalian), Masonic Lodge and Pacific Union Club, all on Nob Hill.

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#21

Planning Area Study

NOB VALLEY

Community 7 - Planning Area 7.3

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June 1957

EXISTING CONDITIONS

Terrain

The area slopes upwards to the west, particularly toward the northwest. It is relatively flat east of Guerrero Street and extremely steep in the vicinity of 21st Street, west of Church Street.
Lowest point: 60+' (21st St. and Mission)
Highest point: 360+' (21st St. and Sanchez)

Character

The area has the general character of a 19th century city and seems older than the area to the north of it (Dolores-Planning Area 7.2). There is a wide variety of dwelling types, from single family dwellings to large apartment houses, the latter generally east of Dolores Street. The busiest section of the Mission Street business center is contained in this Planning Area.

Predominant Land Uses

Residential

Higher density residential building types are more prevalent in the eastern part of the Planning Area. These are largely small apartment houses and flats with a few larger apartment houses along 25th Street. The hilly area contains a larger number of single family structures, particularly along 21st and Hill Streets west of Church. Two-family and flat buildings are scattered throughout the area. Except at the summit of the hill near Sanchez and Hill Streets, there is very little vacant property remaining in the area.

Commercial

The major shopping and business center is along Mission Street. Business and services of a more general character are scattered along Valencia Street largely as ground floor uses in residential structures. Twenty-Fourth Street, between Church and Noe has a number of commercial uses but the major center lies west of Noe Street (Planning Area 7.1). There are scattered commercial uses throughout the area.

Industrial

Other than contractors, there are no significant industrial uses in the area.

Population Characteristics

Total 1950 - 16,290
Census Tracts - N9, N10, N11 - 14,509
(Non-White - 0.7%)

Schooling (persons 25 years and older)

	Census Tracts	Comm.	City
8 years or less	37.6%	39.5%	34.8%
1-3 years H.S.	19.2	19.2	16.8
4 years H.S.	27.7	29.1	29.1
1-3 years College	6.6	7.3	10.3
4+ years College	4.1	4.9	8.8
Not reported	4.7	-	-

Residence in 1949 (persons 1 year or older in 1950)

% same as in 1950	79.6%	82.1%	80.7%

Average Population per Household	2.8	2.7	2.7

Median Income (Families and unrelated individuals)

N9 -	$2825	$3222	$3009
N11 -	$3566		

Age Distribution

0 - 4	7.7%	8.0%	8.1%
5 - 14	9.4	10.3	9.3
15 - 19	4.8	5.0	5.2
20 - 24	7.4	7.1	7.7
25 - 34	16.5	16.5	17.3
35 - 44	16.4	16.2	16.7
45 - 64	26.0	26.0	25.7
65 and over	11.7	10.8	9.5

Labor Force

7,176 or 59.1% of population 14 years and older. Women on labor force 36.[illegible]% of labor force or 40.6% of women 14 years and older.

Housing Characteristics

Total D.U.'s (1950) - 5,915
(Census Tracts - 5,435)

	Census Tract or P.A.	Comm.	City
Owner Occupancy			
(Planning Area)	28.6%	33.5%	35.6%
Distribution of Dwelling Types			
(Census Tracts)			
Single Family	19.1%	28.6%	33.9%
1-4 Family Semi-detached	0.8	0.9	2.5
2 Family	22.9	24.9	14.9
3-4 Dwelling Units	23.4	18.9	11.6
5+ Dwelling Units	33.6	27.1	37.1
No private bath or dilapidated			
(Planning Area)	7.9%	7.4%	10.2%
Overcrowding (1.51 persons per room)			
(Planning Area)	1.5%	-	-
Age of Structures (by year built)			
(Census Tract)			
1940 or later	1.7%	3.7%	14.1%
1930 - 1939	5.2	5.9	10.0
1920 - 1929	13.3	16.5	25.9
1919 or earlier	79.8	73.9	50.0

Maintenance

Despite the over-all age of the area, maintenance is relatively good though typically spotty. Public schools are not too well maintained and there is a scattering of residential and other structures that seem to merit demolition.

Public Facilities

Elementary School

Edison (22nd and Chattanooga) K-6

Junior High Schools

Horace Mann (Bartlett and 23rd Sts.)
James Lick (Noe and 25th Sts.) Outside Area

High School

Mission (18th and Dolores) 10 - 12

Other Schools

Nursery Schools (Day Care Centers - Hill and Church Streets and Mission near 26th Street)
Immaculate Conception (Guerrero near 24th St.)
Catholic Girls' High School
St. James Boys' Elementary (Fair Oaks and 23rd Streets) Parochial
St. James Girls' Elementary (Fair Oaks and 24th Streets) Parochial
Samuel Gompers (Barlett and 22nd Streets) Temporarily not in use

Playgrounds

None within the Planning Area.

Parks

None within the Planning Area

Fire

Engine #13 (Valencia near 25th St.)
Engine #44 (22nd St. near Noe St.) Outside Area.
Engine #10, Truck #7 (19th and Folsom) Outside Area

Police

Mission Station (Valencia Street near 24th St.)

Library

Mission Branch (24th St. near Bartlett)

Transit

"J" Street car line (Church) Downtown
#9, 12, 14 bus lines (Mission St.) Downtown
#11 bus line (24th, Dolores, 22nd and Mission) Downtown
#26 bus line (Valencia) Downtown
#35 bus line (25th St. - Church, 24th Street) Crosstown

Traffic

Major Thoroughfares
Clipper - Army Streets
Guerrero Street

Residential Densities

[illegible] Density (220 persons per [illegible] acre)

[illegible] is shown along Guerrero [illegible] to 24th Street, along [illegible] between Valencia and [illegible], along 25th Street between Valencia and Mission [illegible].

Valencia Street is shown in high density over commercial development.

[illegible] Density (110 persons per [illegible] acre)

The remaining residential [illegible] except as noted below.

[illegible] Medium Density (1-4 unit [illegible])

This is shown in three areas [illegible] of Dolores Street: along Jersey, 25th and Clipper Sts., between Dolores and Church; in the northwest corner of the Planning Area, west of Church and south of Jersey; in the northwest corner of the Planning Area, along Noe, 22nd, Elmwood and Vicksburg Streets between 22nd and 23rd Streets.

Low Density (55 persons per [illegible] acre)

[illegible] the northwest corner of the Planning Area between Noe and Church along 21st and Hill [illegible] and the north side of [illegible] between Sanchez [illegible] Streets.

Commercial Areas

Community Business and Shopping Center:

Along Mission Street between 21st and 26th Streets and at 24th and Noe, a part of the shopping center to the west. (See 7.1 Eureka Valley)

Neighborhood Shopping Center:

At Church and 24th Streets.

General Business and Services:

Along Army Street between San Jose and Mission Streets.

Commercial under High Density Residential:

As noted above, along Valencia Street between 21st and 26th Streets.

Public Facilities

Schools:

The Junior High School (Horace Mann) located at Bartlett and 23rd Streets is not assigned in the proposed School Location Plan. If the school is to be relocated within the next 20 years, the present site would be useful as a rapid transit station and possible facility for the proposed regional rapid transit route on Valencia Street. A small park at this location would do much to enhance the relatively unattractive surrounding area.

The school facility at Bartlett and 22nd Streets has been proposed as a new site for Continuation High School, now located at Mission near 17th Street (in the Working Area.)

No new schools are indicated in the Plan. All other schools are retained.

Parks and Recreation Areas

A new Playfield is indicated in the Plan at 24th and Sanchez Streets, extending along Sanchez to 23rd Street as recommended in the adopted Recreation Area and Park Location Plan.

Planting along the street car right of-way between 21st and 22nd Streets is recommended.

It is recommended that 22nd Street between Church and Vicksburg Streets be closed and planted.

Other:

The Clipper-Army Major Thoroughfare connection is indicated along Sanchez Street rather than the original connection shown in the adopted Thoroughfare Plan.

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